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THE TECHNOLOGY OF TOUGH

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Digital magazine available from www.zinio.com.au

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Freecall: 1800 801 647 Fax: 02 9737 8017

Email: subs@magstore.com.au

Back issues call 1800 801 647

PUBLISHED BY

EMG Express Media Group a division of Express Publications Pty Limited ACN 057 807 904 under licence from General Newspapers Pty Limited ABN 49 000 117 322, Double Bay Newspapers Pty Limited ABN 22 000 237 598 and Suburban Publications Pty Limited ABN 44 008 629 767. All rights reserved. 2 Stanley Street NSW 2128 Australia ph 02 9741 3800 fax 02 9748 1956

DISTRIBUTED BY

Network Services

66-68 Goulburn St Sydney NSW 2000

SINGAPORE DISTRIBUTOR

Pansing Distribution Pte Ltd

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TOW IN COMFORT (AND ON THE CHEAP!)



These days, towing a camper trailer or a caravan doesn't need to be a chore. It used to be that in order to tow, you needed a big old thirsty diesel with zero mod cons... but my, how things have changed. Towing has become a massive element to the design and manufacture of modern 4WDs. We're seeing bigger engines (and better fuel efficiency thanks to common-rail fuel injection), higher towing capacities, trailer brake

controllers as factory options and a whole host of other features that make modern 4WDs the most attractive tow rigs.

In this issue's major feature, we take a look at the best value modern tow rigs on the used market today. You'll be surprised at how much you can save by shopping for a near new vehicle, and you'll also be surprised at how suited some of these vehicles are to towing, both on and off the road. From utes to wagons, we take a detailed look at six of the best value 4WD tow rigs, as well as giving you all the tips you need to be sure that you're not getting yourself a lemon.

It's amazing how things change the older you get, and the more responsibilities you gain. Touring for me used to mean throwing the swag on the roof rack of my 4WD, chucking some food and a few bevvies in the fridge or esky and hitting the toughest tracks I could find with no real plans. These days, it's not as simple. For one thing, I've got a family. It's probably one of the biggest things that has affected how I go touring – and don't get me wrong, it's not a bad change, because I love touring with my wife and little girl. But gone are the days when a swag and a few other bits and pieces are all I need.

In fact, I've found the best way to go touring with the family is without a doubt to bring a camper trailer along. There's more room, there's more storage and there's more features to make camping with a family easier such as a kitchen. And it doesn't mean I'm restricted to travelling tracks that my camper trailer can be towed on – it's a simple case of setting up camp and hitting the tracks unladen. It's also the case these days that touring with the family means that both my wife and my daughter prefer to travel in comfort – this might have something to do with my role as Editor of Overlander having spoilt them, as they've been away on trips with me in comfortable 4WDs such as Discovery's, Range Rovers and Grand Cherokees... and maybe I'm getting softer as I get a bit older, but I enjoy the comfort too.



Travis Annabel
Editor

LETTERS

Have your say! Send your feedback or questions to editorial@overlander.com.au

WIN A THUMPER AIR COMPRESSOR!

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Thanks to the team at 4WD Supacentre, we've got a Thumper Air Compressor valued at \$169 to give away each issue for the best reader's letter!

These heavy-duty 12V compressors offer an air flow of 16L/min, a maximum pressure of 150psi and can be hardwired into your 4WD. Plus, with an 8m nylon hose with inline pressure gauge, you'll never be caught short – even if you tow a trailer!

For deals on the Thumper air compressor, and other quality 4WD gear, make sure you head over to www.4wdsupacentre.com.au and sign up for their newsletter so you don't miss out on their cracking daily deals!



BUILD YOUR OWN

G'Day team,

I recently purchased a new set of wheels and mud tyres for my Jeep Wrangler and didn't have much cash leftover for a well-needed set of rock sliders (a very close call on the last trip was the motive!). I decided to take the plunge with my dad and make a set at home. We started with some 50x70mm steel tubing, took some detailed measurements and decided to chassis mount them. So we started cutting and welding, a few weekends later I had myself a pair of rock sliders. With some finishing and preparation we took them down to the local painters and had them powder coated.

The end result was great and all for under \$200, including powder coating! So have to say thanks again to my Dad for his help.

Benjamin Samuel
QLD

G'day Ben,

Good on you for getting in the shed and having a crack at it! One thing to be aware of though, if you do a lot of rock driving, the powder coating may chip and flake off, leaving the underside prone to rust. Luckily because they're black you should

WINNER!

be okay touching them up with a rattle can, but it's probably worth keeping an eye on them all the same.

Nothing like spending some quality time in the shed making up your own gear mate, congratulations on your first home-built mod!

Cahn



WHY BULLBARS ARE IMPORTANT

Hi Guys

I've enjoyed reading your magazine for a few years now and have put a lot of your tips and techniques to good use. I remember years ago filling out a survey as to why the government shouldn't ban bullbars. This is why!

We were travelling at night as we have for years, but this time when we dipped our spotties for an oncoming truck a big Roo hopped out in front of us. With nowhere to go, we had no choice but to hit the animal, and you can see the damage it's done.

Without a doubt, if we'd had a bullbar, the damage would have been considerably less. In the end this was a write-off, so a couple of thousand on a bar would have saved a lot of drama.

Jeff Carson
Wyong, NSW



Gday Jeff,

Thanks for taking the time to email us. What an unfortunately thing to happen, but it definitely goes to show the importance of bullbars when it comes to

off-road travel. Mate, we're glad you're alright, that's the important thing!

Cheers,
Trav

FANTASTIC FLINDERS

Hi Overlander,

Last year I purchased my first 4WD, a 2008 dual cab HiLux. Since then I've added a roof rack, UHF, driving lights and a snorkel. Since buying the 'Lux my partner and I have wanted to head up to the Flinders Ranges. Well in March this year we managed to get some time off work and head up there from Adelaide. On the way up we checked out Razorback Lookout which had fantastic views over the hills. We also went for a drive into some of the National Parks and saw some truly amazing scenery. Overall we had a hassle free trip and we will definitely be back again. We actually enjoyed the trip that much that we are planning a trip out to Lake Eyre and the Simpson Desert later this year!

Brendan,
Via Email



G'day Brendan,

The Flinders has some of the most amazing countryside Australia has to offer, and it's well worth its spot on just about every 4WDer's bucket list. I suppose that's the beaut part about living

in South Oz – you've got so much to see all in your back yard! Make sure you send us some pics of your trip to the Red Centre!

Cheers,
Trav



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INSPIRED BY COMFORT

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THE RIVER WILD

This sensational getaway in the New England region of NSW offers off-road touring and free camping at its very best

WORDS AND PHOTOGRAPHY BY TRAVIS ANNABEL

There are certain elements that turn a good campsite into an absolutely sensational one. There needs to be a view for one thing. There needs to be plenty of things to do nearby. There needs to be a body of water close by for the various water based activities that we all love so much while we're camping. And lastly, it needs to offer plenty of off-road adventure.

Georges Junction, midway between Kempsey and Armidale in NSW, and right near the sensational Oxley Wild Rivers National Park offers all these things and much more. And here's the kicker – it's 100% free.

Whether you're coming from Kempsey in the east, or Armidale in the west, it's a

roughly one and a half hour drive along the Kempsey-Armidale Road to reach the Georges Junction Campsite. You'll find that for the majority of the time, this road is dirt with small bitumen sections from time to time. It's a relatively easy drive, although there are often blind and very tight switchbacks which makes towing a caravan not recommended – and there are signs to say so. We were towing a small camper trailer on our trip, however and encountered no problems. If you're coming in from Kempsey as we did, there's a section that runs along a cliff line that is very narrow, and requires care. If you come across any traffic travelling in the opposite direction, you'll need to find somewhere to pull over and let them pass.





Wollomombi Gorge is spectacular, and well worth taking a half-day to visit

The river crossings are relatively tame, however this can change after a large amount of rain



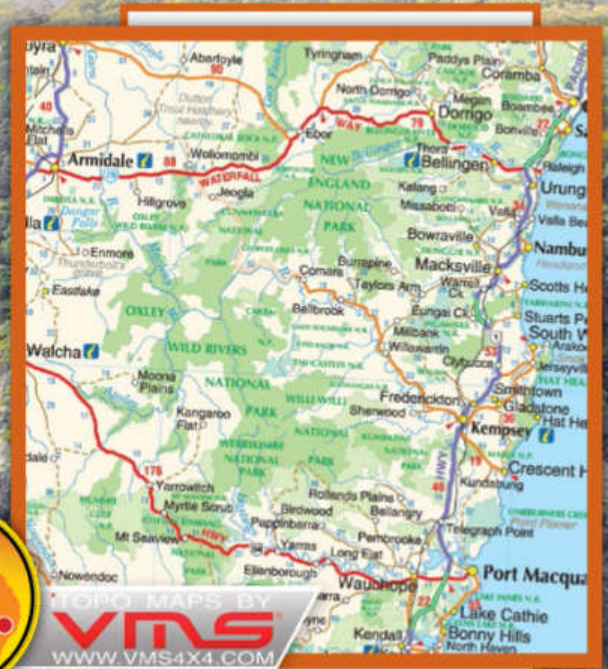
There's even some gold in the river here, so make sure you bring a gold pan. Trust us, the kids'll love it!



You'll know when you reach the Georges Junction Campsite. This big open expanse of the campground lies just off the Kempsey-Armidale Road, and opens up to sensational views across the nearby Macleay River and Georges Creek and the stunning mountain ranges that act as a backdrop. It's the junction of this river and creek that gives Georges Junction its name.

There's no shortage of space on offer here. Just in the main section of the camp ground there's plenty of room,

JUST GETTING DOWN TO THE RIVER'S EDGE WILL SEE YOU TACKLING RUTS AND A CREEK CROSSING!



WHERE:

Georges Junction is located in the New England region of NSW, midway between Kempsey and Armidale on the aptly named Kempsey-Armidale Road. It's roughly a 7-hour drive from Sydney and the same from Brisbane.

INFORMATION:

There's plenty to do in this area. Explore the splendour of the Oxley Wild Rivers National Park, or have fun in the Macleay River. There are numerous tracks in the area too, so make sure you're prepared for 4WD adventure.

CAMPING:

Georges Junction is undoubtedly one of the best free campsites nationwide. With nearby rivers, bushwalks, lookouts and 4WD tracks, there's no shortage of things to do, and with heaps of space, even in peak times you'll have no drama getting yourself a spot. There are pit toilets and garbage bins available, so there's no excuse to leave a mess.

WHAT TO TAKE:

There's no drinking water available, so make sure you bring enough for your stay. It's also a good hour-plus drive to the nearest supplies, so make sure you come prepared. You'll also want to make sure you have a chainsaw handy to collect any firewood you may require, and bringing a fishing rod or a couple of kayaks is a must!

and even though we were there on a long weekend, we had no problems finding ourselves a spot that was well away for mother campers. The sheer amount of space on offer here makes it the perfect family holiday spot. There are also numerous other sites available, reachable by short 4WD treks off in various directions.

Fires are permitted at Georges Junction, and there are pit toilets and garbage disposal points provided. It's

also pet friendly, so make sure you bring along your 4-legged mates.

Livestock free-roam this area, so make sure you have a shovel handy to remove any cow-pats that might get in the way of your camp setup, and if you have a dog with you be aware that stock horses or cattle could be along at any time. In fact, while we were there our campsite was visited by a number of horses, tame enough to let us pat them, much to the enjoyment of the kids!

Our trip to Georges Junction saw us there during the cooler months, and the fact that fires and firewood collection is permitted at Georges Junction meant that staving off the cold was not a drama. While a couple of the guys grabbed the chainsaw and took off to grab a roof-rack load of firewood, the rest of us set up camp.

The wide open space for the main section of the campground means that the sunshine hits the ground fairly early, despite the nearby towering mountain ranges. This means you'll be rising early, which is perfect – because there's a whole lot of things to do around this area!

The most obvious thing is to take advantage of the sensational river. This is a freshwater fisho's paradise, and with the number of bass lodges you'll pass on the Kempsey-Armidale Road, you'll have no problems identifying

which species of fish to target. If you've brought along the kayaks, then you'd be mad not to take them down to the river's edge and have a paddle.

For those looking for a bit of 4WD adventure, there's plenty of tracks to explore in the region that'll require you to shift into low-range. In fact, just getting down to the river's edge will require you to drive down a rutted little track and cross Georges Creek! There is a network of tracks throughout the area, and we had no problems finding spots that would challenge even heavily modified 4WDs. That being said, the majority of terrain was not that difficult – enough for a bit of fun, without the stress of having to worry about whether or not you have a snatch strap handy. There's one mammoth river crossing that'll take you to even more tracks, and some of the less-travelled sections of the river system.



Yep, a campsite with a view – spectacular!

**THE SHEER AMOUNT
OF SPACE ON OFFER
HERE MAKES IT THE
PERFECT FAMILY
HOLIDAY SPOT**

FUEL & SUPPLIES:

The nearest major population centres are Kempsey and Armidale, both of which have major shopping centres, fast food outlets, service stations and mechanical repairers. There are smaller towns along the Kempsey-Armidale road with limited supplies on offer.

TRIP STANDARD:

Getting to Georges Junction is simple, and would be rated an E in normal weather, and a D if you're towing a camper trailer in the wet. Caravans are not recommended along the Kempsey-Armidale Road. The network of tracks that you can explore from the Georges Junction campsite vary in difficulty from D to A, although most are relatively easy.



There is livestock that roam's freely through the area, but they're pretty used to campers



BEST TIME TO TRAVEL:

While we were there in the cooler months, it's recommended to visit this area in summer or late spring to make the most of the water activities on offer.

KEY CONTACTS:

Oxley Wild Rivers National Park

PH: (02) 9995 6500

W: www.nationalparks.nsw.gov.au

If you want to see more of the region, then take the opportunity to visit the nearby Oxley Wild Rivers National Park and any one of its sensational gorges. This national park is huge, and you could easily spend a week just exploring the park via 4WD. The more tourist friendly gorges are very accessible, however, which means you'll have no problems experiencing Oxley Wild Rivers in half a day from Georges Junction. Probably the pick of nearby attractions is the spectacular Wollomombi Gorge. To visit this spot, head towards Armidale along the Kempsey-Armidale Road until you hit the intersection with Waterfall Way. Take a left, and head through the town of Wollomombi until you see the signs pointing to the gorge. Make sure you take your camera, because this place is nothing short of spectacular!

Whether it's a week away with the family or a bunch of mates, Georges Junction is hands down one of the best free camps in Australia. Views, off-road fun, fishing, swimming, kayaking, bushwalking, scenery... the list could keep going and going! ■



Inside the Howitt Hut is very cosy, especially on a cold day

Fires are permitted at Georges Junction, as is firewood collection, so make sure you build yourself a roaring camp fire!



Travelling in Summer will give you the opportunity to make the most of the Macleay River

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OZ'S BEST BANG ^{FOR} BUCK TOW RIGS

How to land the tow-vehicle of your dreams while only paying half the price of brand new!

WORDS BY STEVE COLLINS, PHOTOGRAPHY BY OVERLANDER 4WD

It would seem that every time a new 4WD hits the market it congers up some rather provocative thoughts, and for most of us, we sit there thinking - "Should I trade-in 'Miss Daisy' for something more modern? Gee, that'd be good!"

Sure, Miss Daisy's not as comfortable by today's standards, it might not have the best fuel economy

or power and it probably costs a little more to maintain - but sure as eggs it's the most reliable thing on the tracks, which is an essential component to touring Australia.

Then again, is there really any harm in splurging on that newer rig? Those who can afford it usually do because, quite simply, a new rig is effortless. They're more

comfortable, they've got more power and offer excellent safety features. Here's the kicker, though - that new rig is about to leave a nasty hole in your savings. In a world where money in the bank is how we survive - this can be a bitter pill to swallow.

What if we said you can have your cake and eat it too? Well, we're going to do just that. We'll show you six of

Australia's most under-rated tow vehicles that'll give you that dream feeling without delving too far into your savings. We've also got the diesel guru Andrew Leimroth from Berrima diesel to provide his opinion on each vehicle and their engines.

By the time you're done with this article, you'll be wondering why you hadn't upgraded sooner!

AUTO VS. MANUAL - ARE AUTOS REALLY THE BEST OPTION?

Most people favour autos because they're a hell of a lot easier to tow with. You don't have to slip the clutch to get going, they're less fatiguing and they act like a shock absorber for your driveline. Sure, they can cost more to buy and a tad more to service, and you might not be able to push start an auto, but how often does that happen?

What manuals lack in driver comfort they make up for in fuel

economy and control. Because there is no slip in a manual gearbox, none of the engine's power is wasted meaning they're more fuel efficient. They give you full control in situations where you need it most - like towing up and down steep hills, and the engine braking in a manual means you won't chew through brake pads and rotors anywhere near as quickly.

It's comfort versus control, really.

UTE OR WAGON?

It used to be pretty clear cut - wagons were more comfortable to drive and utes were uncomfortable rigid workhorses built for farm work. While the gap has certainly closed, the benefits of each stay the same. If you're towing a lighter trailer, have a

few young ones to carry and like the idea of a sealed cargo area - stick with a wagon. If you tow a heavier camper trailer more often than not and don't want to fork out for all new suspension straight away, a ute will be better equipped to handle the weight.



5 THINGS TO LOOK FOR IN A TOW RIG

ENGINE TORQUE, NOT POWER

Diesels generally offer greater torque than an equivalent petrol, that's why they are more economical while towing. Look for one that produces plenty of torque down low in the rev range and stays on song until at least 3000rpm.

STABILITY AND HANDLING

With a trailer on the back, the tow vehicle must be stable at speed, after all we spend much of the time between low-range stints on the blacktop. Driver aids like stability control, brake assist and ABS are worth their weight in gold when you're pulling a tonne or more.

TOURING COMFORT

We spend most of our time inside the vehicle, not outside looking at it. A comfortable seat and controls within easy reach reduces fatigue, which in turn improves on safety and means you stay fresher for longer.

LOAD CARRYING ABILITY

Choosing a vehicle that feels a little too firm unladen will end up being just able right once the weight of your trailer is on the back. Utes are proving popular because they're able to bear the load of heavier camper trailers right out of the box.

AFTER-SALES SERVICE

A 4WD might be cheap to buy, but if it costs an arm and a leg to maintain, well you end up paying for it in the long-run, don't you? Look for a brand with Australia-wide service.

LOOK FOR A VEHICLE THAT PRODUCES PLENTY OF TORQUE DOWN LOW



R51 NISSAN PATHFINDER

When the Pathfinder model was introduced, it filled a welcome gap in Nissan's mid-sized 4WD range. Nissan aimed for economy, comfort and safety and so fitted the R51 with an economical 2.5L common-rail turbo diesel, an all-independent suspension configuration and a full complement of airbags.

Its gutsy 2.5L turbo-diesel is a high-tech engine and known to be extremely economical, particularly with the manual gearbox. With the help of a variable-

vane turbo and common-rail technology, it packs some serious punch for its size.

The R51's roomy interior has the potential to carry seven passengers as well. Its clever third-row seating system folds down below the rear cargo area, freeing up valuable space when the extra seats aren't needed. The Ti model is the pick of the bunch, as Nissan ran an extensive sales campaign at the time, and so the market is saturated with plenty of clean second-hand models.

PROS
ECONOMICAL
TURBO-DIESEL
EXCELLENT
VISIBILITY
MODERN DESIGN
& COMFORTABLE
INTERIOR

CONS
COMPACT
ENGINE BAY
SOFT REAR
SUSPENSION
POOR PAINT
PROTECTION

ISSUES TO WATCH OUT FOR

It's not uncommon to see early R51 Pathfinders with a poor paint finish across the roof of the vehicle. In some cases, the paint can be that bad that it peels off in small sections. It'll pay to check the entire roof over with a fine-toothed comb, including the tailgate.

A small number of R51s with the 2.5L engine have been known to develop a rattle from the timing chain. A ticking noise coming from the left-hand side of the engine at idle

is a tell-tale sign that the timing chain needs attention.

The 2.5L also runs a one-way clutch on the front of the alternator that can become noisy with age. Listen out for any abnormal rumbling noises from the alternator area. Replacing the one-way clutch pulley on the front of the alternator will see the problem resolved. Allow \$150 or so if you replace just the pulley, or up to \$800 if you plan to replace the complete alternator.

**OUR
DIESEL
EXPERT
SAYS...**

**ANDREW LEIMROTH
BERRIMA DIESEL**

"We have an R51 that's travelled 200,000km across this country. Service it regularly and you won't have many issues."

FAST FACTS

ENGINE	YD25
	2488cc DOHC
	common-rail turbo
	diesel four-cylinder
	140kW@4000rpm, 450Nm@2000rpm
TRANSMISSION	5-speed auto
FUEL CAPACITY	80L
FUEL ECONOMY (WHILE TOWING)	12L/100km
GVM	2880kg
PAYLOAD	705kg
TOWING BRAKED	3000kg
TURNING CIRCLE	12m
PRICING GUIDE	RRP NEW: \$65,990
	USED: \$29,600– \$35,000



TOYOTA PRADO 150 SERIES

The Prado 150 sits squarely on top of the mid-size wagon range balancing Toyota's reputation for reliability with its luxurious appointment and styling. The 150 Series is revised version of the proven 120 Series, which for a few years running, was one of the highest selling 4WDs on the market. And for good reason, too.

The ride afforded by IFS

and soft rubber bushes, is designed to be very soft and comfortable. The 150L fuel tank means you can go further for longer. The top-of-the-range Grande even comes with electronically controlled airbag suspension as factory standard - so all in all the Prado represents a hard-working rig mixed with today's modern luxuries.

ISSUES TO WATCH OUT FOR

By and large, the Prado 150 is an extremely reliable vehicle. In 2014, Toyota issued a recall to amend an issue with a faulty connection in the spiral cable for the driver's airbag in some models. The connection malfunction would trigger a fault code, and the airbag may not operate in the event of an accident. The recall only affects pre-2011 models, but is well worth knowing if you're considering a vehicle of this vintage.

The 3.0L D-4D common-

rail diesel has proven both economical and powerful, though some older D-4Ds seen in the earlier 120 Series have developed issues which centre around the fuel system. Question marks over faulty injectors that can ultimately lead to costly engine failure has concerned some though can be avoided if proper care is taken. Your best bet with a Prado is to only invest in one with a proven service history and have it inspected by a diesel specialist before handing over your money.

PROS
COMFORTABLE
AND LUXURIOUS
GOOD LONG-RANGE
TOURER
FUEL EFFICIENT

CONS
LIMITED TOW
CAPACITY
NOT DIY FRIENDLY
QUESTION MARKS
OVER OLDER
DIESEL ENGINE
RELIABILITY

**OUR
DIESEL
EXPERT
SAYS...**

FAST FACTS

2011 GXL 3.0L TURBO-DIESEL AUTO

ENGINE	1KD-FTV 3.0L
	D-4D turbo-diesel 127kW@3400rpm and 410Nm@1600rpm
TRANSMISSION	6-speed manual,
	5-speed auto (post-2005)
FUEL CAPACITY	150L
FUEL ECONOMY (WHILE TOWING)	11.8L/100km (Auto)
	11.5L/100km (Manual)
GVM	2990kg
PAYLOAD	660kg
TOWING BRAKED	2500kg
TURNING CIRCLE	11m
PRICING GUIDE	RRP NEW: \$64,404
	AVERAGE PRICE: \$33,300-\$39,000

ANDREW LEIMROTH
BERRIMA DIESEL

"Injectors aside, the Prado's D-4D is a fairly strong and efficient motor."



LAND ROVER DISCOVERY 4 TDV6



PROS
CLASS-LEADING
LUXURY
3.5T TOWING
AIR SUSPENSION
STANDARD IN MOST
MODELS

CONS
MAINTENANCE
COSTS
UNUSUAL TYRE
SIZES
DIFFICULT TO WORK
ON YOURSELF



**OUR
DIESEL
EXPERT
SAYS...**

**ANDREW LEIMROTH
BERRIMA DIESEL**

"This was the first of a new leaf for Land Rover. Considering the engine size the little 2.7 has proven powerful and fuel efficient. As with all high tech machines look for a well maintained one."

If there's one thing the British have down-pat, it's luxury and refinement. And the Discovery 4 is the definition of refinement, in every sense of the word. You've only got to look at the standard features to see you're getting more than you pay for in the D4, and what's more is you can now land one of the UK's finest for around half of their original retail price.

If you want great-value, go with the 2.7 TDV6. While the 2.7 TDV6 is the smaller engine in the D4 range, it still packs a punch by comparison

to others in its class, it's a hell of a lot cheaper than others in the range and more fuel efficient. It was only in production for about a year, but the introduction of the newer, bigger 3.0L brought with it a hefty jump in price, making the 2.7L a real bargain buy. The air suspension ticks a huge box for tourers towing a camper trailer too, which all but removes instability associated with suspension sag.

With 3.5T towing, air

suspension, generous interior storage, sat nav, electronic parking brake and surround camera (in some models) plus a long list of impressive knick knacks, you'd be hard pressed to find a better value tow rig on today's used market.

FAST FACTS

2011 D4 TDV6 2.7 MY12

	TDV6
ENGINE	2.7L V6 common-rail turbo-diesel 140kW@4000rpm, 440Nm@1900rpm
TRANSMISSION	6-speed auto
FUEL CAPACITY	82L
FUEL ECONOMY (WHILE TOWING)	13.2L/100km
GVM	3240kg
PAYLOAD	754kg
TOWING BRAKED	3500kg
TURNING CIRCLE	12m
PRICING GUIDE	RRP NEW: \$68,900 AVERAGE PRICE: \$35,900-\$42,500

ISSUES TO WATCH OUT FOR

Sound too good to be true? Well, sort of, and look, the bad isn't all bad - it's just worth knowing. For starters most models come with 18in alloy wheels. Not a sin in itself but it does make it harder to source replacement tyres, particularly in remote communities, and means that they tyres won't bag as much when you air-down for off-road driving.

Land Rovers don't have the best reputation for reliability.

With that said, it seems to be a stigma that affects older models and they just haven't been able to shake it yet. With any of the new Land Rovers, you may as well wave goodbye to the idea of working on the vehicle yourself. With no engine oil dip stick and a hoard of specialist tools required, Land Rover (like many other manufacturers) are almost forcing you to take it back to them for repairs.

That then leads to increased

on-going costs for servicing and maintenance. Given their complexity, the cost of parts and the need for specialist knowledge - it can be both hard to find a quality repairer and expensive. Be prepared to pay a fraction more to keep your D4 on the road. Oh, and just be careful if you're considering the newer SDV6 2014/2015 model, as a recall has been issued recently to rectify an issue in the air suspension.

NT MITSUBISHI PAJERO

Commonly regarded as the best towing vehicle behind the larger Patrol and LandCruiser, the fourth-gen Pajero has proven itself to be a top second-hand used buy.

Mitsubishi's decision to adopt a fully independent suspension system on both the front and rear axles defied the design trend of other manufacturers. The NT

Pajero received common-rail diesel technology in the form of the 4M41 direct injection turbo-diesel, increasing power and economy to new levels of refinement.

The fourth-gen Pajero also received an upgraded braked towing capacity to 3000kg, outdoing similar sized vehicles and even some larger models.

PROS
EASY, SAFE AND COMFORTABLE TO DRIVE
POWERFUL & ECONOMICAL TURBO-DIESEL ENGINE
AFFORDABLE

CONS
HIGH VEHICLE DEPRECIATION
MINOR ISSUES WITHIN ENGINE
ABOVE AVERAGE CABIN NOISE

ISSUES TO WATCH OUT FOR

Since the introduction of the common-rail diesel engine, owners have complained of excessive cabin noise and vibration issues associated with the truck-like direct-injection motor. The only effective solution is to add sound-deadening materials around the panels of the engine bay to absorb panel vibration and reduce noise.

A recall was issued to address a potentially faulty timing chain tensioner on diesel models recently. An abnormal ticking noise might become present if the timing chain has become slack. If it is

left unchecked, the tensioner could break and result in costly engine failure. This affects models from 2007-2014, so be sure to check any potential buy.

When considering the Pajero, you also need to be aware that the 3000kg tow capacity comes at a price. If you opt to tow up to the 3000kg capacity, you are restricted to a tow ball weight of 180kg. If, however, you only going as high as 2500kg, the rated tow ball weight can be as high as 250kg. With a little clever weight distribution, this isn't a huge problem for most.

OUR DIESEL EXPERT SAYS...

**ANDREW LEIMROTH
BERRIMA DIESEL**

"The Pajero is another older CRD engine we see little to no issues with. Don't buy the model with a diesel particulate filter, though!"

FAST FACTS

2011 NT DI-D GLS 5-SPD AUTO

ENGINE	4M41
	3.2L turbo-diesel DOHC inline 4-cylinder, 147kW@3800rpm & 441Nm@2000rpm
TRANSMISSION	5-speed auto
	5-speed manual
FUEL CAPACITY	88L
FUEL ECONOMY (WHILE TOWING)	12L/100km (Auto)
	11.4L/100km (Manual)
GVM	3030kg
PAYLOAD	920kg
TOWING BRAKED	3030kg
TURNING CIRCLE	11m
PRICING GUIDE	RRP NEW: \$62,590
	AVERAGE PRICE: \$26,000-\$31,000



PX FORD RANGER

PROS
POWERFUL
ENGINE
3.5T TOWING
CAPACITY
REAL
WORKHORSE

CONS
LOW HANGING
TOWBAR
NOT DIY FRIENDLY
QUESTION MARKS
OVER ENGINE
LONGEVITY

**OUR
DIESEL
EXPERT
SAYS...**

ANDREW LEIMROTH
BERRIMA DIESEL

The first thing that'll grab your attention is the 'pin you back in your seat' performance of the pokey 3.2L diesel engine. It really is a standout performer, and with its 3.5T towing capacity, it'll

be unfazed towing even the heaviest of trailers.

Surprisingly, the Ranger is quite comfortable given its brute exterior. It boasts a well-appointed driving position, roomy interior front and back

plus some handy driver aids.

The Ranger also ticks a lot of boxes touring-wise, too. It offers ample storage, a spacious and comfortable interior, a 12V power outlet in the tray, sharp steering and solid brakes.

"A newcomer to the diesel scene with some drivetrain areas still to prove themselves. They do respond well to performance chips, but time will tell how they fare in terms of reliability."



ISSUES TO WATCH OUT FOR

While it does afford fantastic towing capabilities, the factory towbar is quite bulky and sits low, meaning it won't take much for it to bottom out with weight on the back.

A small inconvenience is that the Ranger is put together with torxs bolts instead of traditional hex bolts. It's not a bad thing in itself, but you might have to budget for a new set of tools if you want

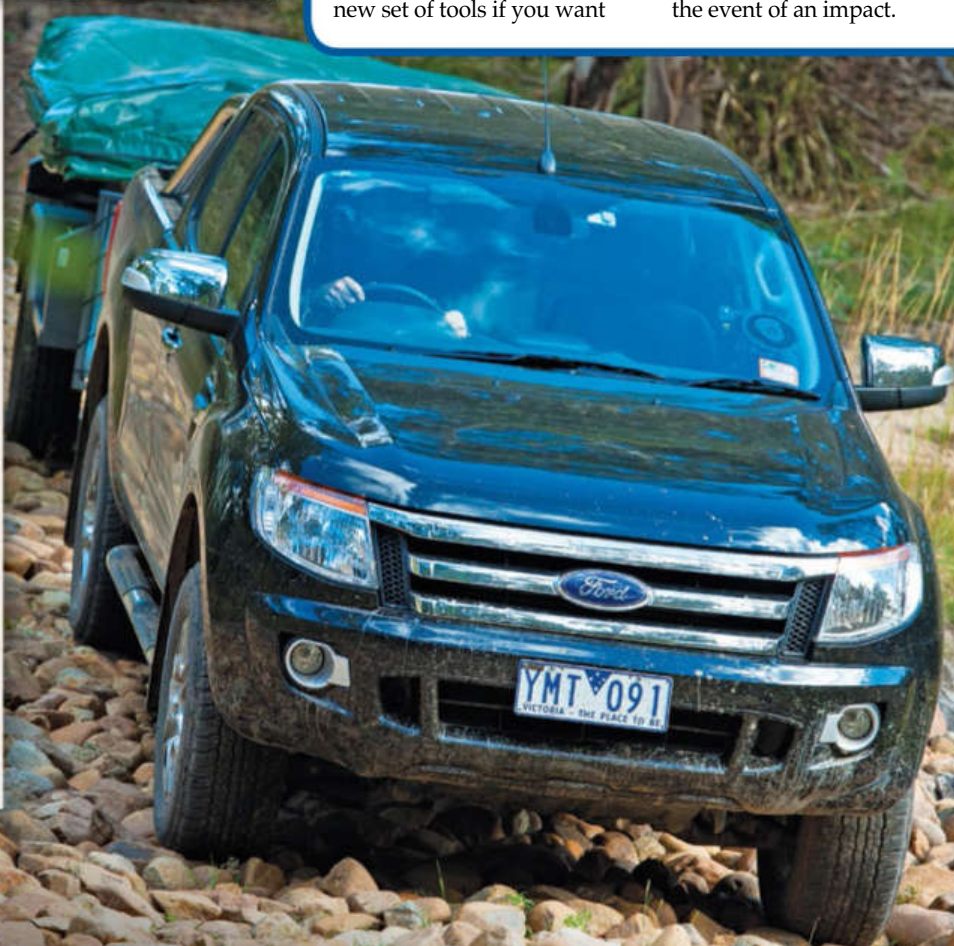
to be able to perform running repairs on the road.

There was also a recall issued for early Rangers (2012) to rectify a potentially faulty rear seatback latch. There haven't been many incidences of it happening in the real world, but it may result in the rear seatback latch not being secured properly causing the rear seatback to fall forward in the event of an impact.

FAST FACTS

XL-T 3.2L DIESEL AUTO DUAL CAB

ENGINE	3.2L 5-cylinder turbo diesel
	147kW@3000rpm and 470Nm@1500-2750rpm
TRANSMISSION	6-speed auto
	6-speed manual
FUEL CAPACITY	80L
FUEL ECONOMY (WHILE TOWING)	12.4L/100km (Auto)
	12.2L/100km (Manual)
GVM	3200kg
PAYLOAD	1041kg
TOWING BRAKED	3500kg
TURNING CIRCLE	13m
PRICING GUIDE	RRP NEW: \$55,390
	AVERAGE PRICE:
	\$35,000 - \$41,400



ISUZU D-MAX

PROS
PROVEN
RELIABILITY
CLASS-LEADING
FUEL ECONOMY
3.5T TOWING
CAPACITY

CONS
LACKS MOD
CONS
PLAIN REAR
SEATS
INTERIOR
WEAR

FAST FACTS

2013 LS-TERRAIN 3.0L DIESEL AUTO

ENGINE	3.0L, 4-cylinder turbo-diesel, 130kW@3600rpm and 380Nm@1800-2800rpm (auto)
TRANSMISSION	5-speed automatic 5-speed manual
FUEL CAPACITY	76L
FUEL ECONOMY (WHILE TOWING)	11.3L/100km (Auto) 11.1L/100km (Manual)
GVM	2950kg
PAYLOAD	1045kg
TOWING BRAKED	3500kg
TURNING CIRCLE	13m
PRICING GUIDE	RRP NEW: \$51,700 AVERAGE PRICE: \$29,000-\$34,300

The Isuzu D-MAX has come a long way in recent years, and although it shares a number of components with the Holden Colorado, the engine and gearbox package is enough to clearly separate them. This, among many other design differences is clear evidence that the Holden/Isuzu relationship is coming to an end.

The D-MAX comes equipped with the ultra-reliable and fuel-efficient 4JJ1-TC 3.0L 4 cylinder turbo

diesel. Torque peaks as low as 1,800rpm and pulls right through until almost 3000rpm. This motor is something Isuzu are very proud of, having improved on many areas that see the demise of many of its competitors engine packages - the latest incarnation of the 4JJ1 boasts power, economy and reliability to boot. Something we have witnessed first-hand with our own D-MAX.

With this model, Isuzu have done well to introduce improved levels of comfort

while remaining true to its reliable truck-like heritage. Build quality is above average and visibility from the driver's seat is unbeaten. The driveline and suspension package has proven reliable, too, making the D-MAX the tow rig you buy if value, reliability and performance are your main priorities.

Even better, all MT12 onwards models come with a very impressive 3.5T towing capacity.

ISSUES TO WATCH OUT FOR

Isuzu have opted for reliability and affordability over complexity and luxury, so if you're looking for a hand stitched leather dashboard, a futuristic heads up display and auto-pilot, a D-MAX probably isn't for you.

Some owners have reported

accelerated wear of parts of some interior plastics, particularly the steering wheel and transmission shifter. The fact that this is all but the worst of it says that all in all, there isn't too much you need to worry about with the later models.

**OUR
DIESEL
EXPERT
SAYS...**

ANDREW LEIMROTH
BERRIMA DIESEL

"Isuzus are truck proven. We hardly ever see these in the workshop, which suggests they don't encounter many problems."



HOW TO GET MORE OUT OF YOUR TOW RIG

PERFORMANCE UPGRADES THAT'LL SAVE YOU MONEY

Did you know that extracting more power from your engine can also make it more economical? Why? Because more power under foot means you can get up to

speed faster and you can get off the accelerator earlier.

Here's a look three great-value performance upgrades that will help to unlock the true potential of your tow vehicle.

TURBO UPGRADE

If you can get an engine to breathe better, it'll make more power. A turbocharger uses your engine's exhaust gasses to turn a turbine. This turbine then spins an impeller via a connecting shaft that compresses the intake air charge before directing it in to the engine. The more air you can force into an engine, the more fuel you can inject, which in turn increases the power of every stroke. Power gains of up to 50% are common with turbo installs to a naturally aspirated engine, or around 20% when upgrading your factory unit.

A BIGGER, HIGH-FLOW EXHAUST SYSTEM

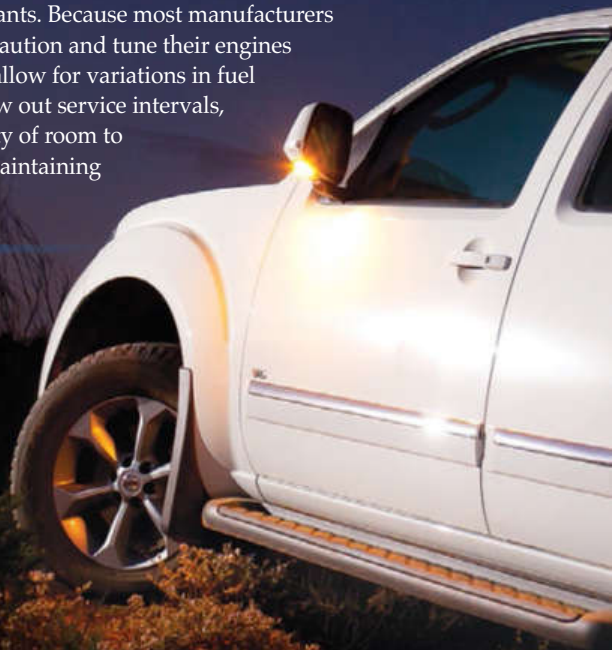
While a turbocharger gets the air moving into your engine faster - once it exits the engine it's your exhaust's job to get rid of it quickly enough so the combustion process can start the next cycle.

Installing a high-flow exhaust system that uses larger diameter pipes, mandrel bends, a high-flow dump pipe, catalytic converter and mufflers can net you power and fuel economy gains of between 10-12%.



FIT A PERFORMANCE CHIP

When installed and tuned correctly, a performance chip alone can increase power and torque by another 20% (depending on supporting modifications). Performance chips are an external module that intercepts and alters signals going to or from the engine's onboard computer in order to get it to perform in a way the tuner wants. Because most manufacturers err on the side of caution and tune their engines conservatively to allow for variations in fuel quality and to draw out service intervals, there is often plenty of room to move while still maintaining a reliable engine.



PROTECTING YOUR INVESTMENT

Once you've purchased your new (to you) tow rig, routine servicing using quality parts and the use of clean fuel from a reputable supplier will ensure it'll last a lifetime.

We need to appreciate

that towing a camper trailer places additional stresses on a 4WD, so having your vehicle checked and serviced more regularly than you normal would is to key to its reliability.

- Carry out routine services every 5,000km.
- Replace the air and fuel filter at least every 20,000km.
- Install an exhaust temperature gauge and ensure temps stay below 550°C.
- If you own a modern vehicle, also consider a digital engine monitor to be able to access the engine's computer.
- Have your common-rail diesel inspected by a reputable diesel specialist once a year.
- When fitting power-up modifications, only use proven brands and reputable workshops.

Like anything, if you look after it and it'll look after you.



THANKS

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WITH ANYONE'S!**

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LOWER NOISE • LOWER HEIGHT • MORE CAPACITY



Flat-deck roof racks are the smart alternative. Now there's an even better choice – the K9 Rak. Only K9 gives you a fully-welded aluminium deck, aero-section extrusions, and cross-braced longitudinal twin-slot slats for greater strength, support, and more versatile load mounting. K9 is the strongest flat-deck around and, with its unique design and advanced aerodynamics and harmonic damping, it's quieter with less drag – it'll even accept most other brands' accessories too! Made in South Africa by Eezi-Awn – a company with 32 years experience in expedition equipment manufacture – and supported by one of Australia's longest-established 4x4 accessory suppliers, it's the smart choice. So get yourself a better roof rack...buy a K9 Rak!

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RED SAND TO WHITE SNOW

This epic 6000km trip from the Simpson Desert to the Victorian High Country had us tackling opposite extremes!

WORDS BY JOCK MCDONALD AND CAHN TURNER, PHOTOS BY JOCK MCDONALD

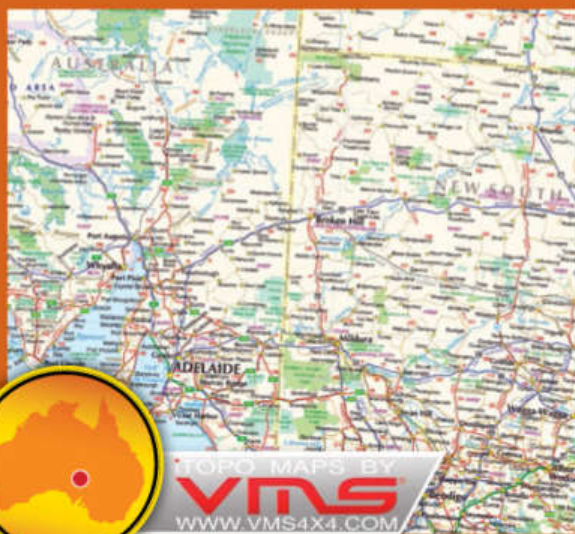




If there's one thing Australia is known for, it's the huge variety of climates we have all on the one island. From the red centre to the alps, there really is a massive gap from one extreme to the other. With the opportunity to give the iconic KUN26 HiLux one

last harrah before it's replaced with a new model next year, we decided to go on an epic week-long trip that saw us tackling a huge 6000km, and experiencing everything from the red sand of the Simpson Desert to the stunny views and snowy tracks of the Vic High Country.

FACT FILE:



WHERE:

The trip spanned from Lake Eyre which is located in South Australia, to Blue Rag in the Victorian High Country via Birdsville, Innamincka and Tibooburra.

CAMPING:

Camping facilities are available at most major towns throughout the outback.

WHAT TO TAKE:

Take plenty of food and water for the long stretches of track. Make sure you have a few fuel filters and air filters in particular, as you may be unlucky enough to pick up dirty fuel or suck in some dust. As well as this, a few of the bigger spares like starter motors, alternators and spare axles are a good idea just in case. Factor in that you may get stuck out there due to weather, so it is a good idea to have extra supplies for that. Recovery gear is important if you intend to tackle the more difficult tracks. Make sure you carry out a pre-trip service on your truck.

BEST TIME TO TRAVEL:

The best time to travel is during the autumn or spring months, as it is not too hot in the day, and not freezing at night.

FUEL & SUPPLIES:

Fuel and supplies are available at the major towns, but it is a good idea to carry extra jerry cans and supplies during the trip. There is a mechanic at Birdsville who is pretty handy on the tools, but apart from that there aren't really many places to sort out mechanical issues in the outback, until you get back into a place like Broken Hill.



Big Red was no match for the HiLux, making it up plenty of times



Through 6000km of sand, mud, snow and water the HiLux pushed on

THE PLAN

The current generation HiLux was introduced in late 2005 and aside from minor differences, has remained largely unchanged. The new 2016 HiLux however, promises new more efficient diesel engines as well as a heavily

revised body and interior. We figured we'd give the current model HiLux the send it off it deserves and the plan was to take the 'Lux from the lowest point in Australia, to one of the highest drivable tracks. For seven tough days we'd put the HiLux through its paces, testing the Toyota's unbreakable reputation.

**WE INTENDED TO COVER
ALMOST A THOUSAND
KILOMETRES A DAY FOR
THE NEXT SEVEN DAYS**

LAKE EYRE

The route to Lake Eyre saw us air down just out of Roxby Downs, ready to tackle the Oodnadatta track up to William Creek where we stayed for the first night. The Oodnadatta Track was in superb condition and the HiLux performed beautifully in its first remote test. Arriving in William Creek, we headed for the William Creek Hotel and over a few cold ones; we discussed how we would tackle the trip. We were in a bog-stock HiLux with factory highway terrains and we intended to cover almost a thousand kilometres a day for the next seven days. It's a task that we could never have taken lightly, but one that we intended to enjoy.

We started our trip in earnest at Halligan Bay, on the edge of Lake Eyre.

INNAMINCKA

Rain in the outback is definitely not the norm, but it's not un-heard of. When we kicked this trip off on the edge of Lake Eyre, little spits of rain were threatening to put a damper on things. For the next couple of days we stayed just ahead of the rain – locals were telling us it was coming across from Coober Pedy. It chased us up the Birdsville Track right into town and there were always dark clouds on the horizon right down to Innamincka. 5mm of rain is enough to close most outback tracks and fair call too – one 4WD skidding down a couple of hundred kays of outback dirt road can cut it up badly enough to make it un-driveable.

Knowing we had to stay ahead of the

We pulled up just in time to watch the sun creep over the horizon and bathe the dry lake bed in warm golden sunshine. If you have never been to Lake Eyre, get it on your 4WDers bucket list – get up before the sun and you'll make some memories that'll last a lifetime. The silence and vastness of the area gives you a chance to pause and really take it in. It was the calm before the storm for us, as we performed our pre-trip checks and made ready for some big days in the driver's seat.

Leaving Lake Eyre, we headed for Mungeranie, and then shot down the Birdsville Track. Whilst Birdsville is not unfamiliar ground for us, it's somewhere we can't drive past without stopping in and reacquainting ourselves with the delicious camel pies from the bakery. Heading west out of Birdsville we'd

rain, we left Innamincka at 4.30am to get a few hundred kays under our belts before a quick brekky stop across the border at Tibooburra. Passing through Warri Gate, about 40km north of town, the rain started to come down – not hard enough to turn the track to slop, but it was coming up from the south, exactly where we were heading. And as we rolled into town and down to the servo for a bit of fuel, we saw the big sign – 'ROAD CLOSED'.

When the roads are closed, the lesson is to sit tight and wait it out, proceeding once the roads have been declared open. Pushing ahead will cause damage to the tracks and you'll probably get stuck, resulting in a costly recovery. The good news at least, is that we were stopped in an iconic outback town with plenty of

planned to tackle the legendary Big Red sand dune and we're pleased to say the HiLux made it up with no trouble. We stayed at the legendary Birdsville Pub for a feed before we got up and made an early push for Innamincka.



friendly faces, all keen for a chat. There's nowhere else you'd want to be than in a town like Tib when the roads are shut. The pubs do fantastic tucker, there's heaps of cold beer and a good yarn, and everyone's got that 'in it together' mentality. A massive shout-out to everyone who made us feel at home the minute we rolled up, mud, dust and all.

We've probably all been guilty of hammering through towns like Tib before, stopping just long enough for a pie and a tank of fuel, but it really goes to show that there's plenty to see and do. On your next trip definitely stop in - you'll be supporting a couple of local businesses meaning they'll continue to prosper and be open for the next 4WDer heading out that way.





Blue Rag Range is always spectacular, but in snow it's a whole new experience



IT WAS DUMPING FRESH POWDERY SNOW – THE PERFECT ICING ON THE CAKE

TRIP STANDARD:

Trips are rated A through to E grade, with A meaning only suitable for vehicles with an extreme level of off-road modifications, and E meaning suitable for all types of 4WDs. The majority of tracks in the outback would be rated E or D. The tracks in the Vic High Country were rated as high as a C and would be significantly more difficult in wet weather, rating them a B.

RESTRICTIONS AND PERMITS:

Pets are not allowed in the National Parks. There are forestry operations around the Crooked River area and some access roads may be closed from time to time, including in times of heavy snowfall.

CONTACTS:

NSW NATIONAL PARKS AND WILDLIFE SERVICES

PH: 1300 072 757

QLD DEPARTMENT OF NATIONAL PARKS, SPORT AND RACING

PH: 13 74 68

NATIONAL PARKS SOUTH AUSTRALIA

PH: 08 8204 1910

PARKS VICTORIA

PH: 13 1963

If you haven't driven in snow then get out there and chase it! It's an experience like no other

SWAPPING SAND FOR SNOW

After heading out from Tibooburra as soon as the roads re-opened, we stopped at Broken Hill for the night. Because of the rain, we were slightly behind schedule which meant we'd have a huge drive ahead of us the next day. As it turns out, our next night would be spent in Bright, in the foothills of the Victorian High Country – a distance of 900km. From Bright we headed up into the mountains and onto Dargo High Plains Road, which was covered in a freshly dumped layer of snow. The HiLux continued to impress us as we cruised up to the trig point on the Blue Rag Range and reflected on the whirlwind tour we'd completed. From

low to high we'd covered some of the most iconic locations in Australia and given the HiLux a torture test worthy of its ten year reign on top of the 4WD best sellers list. Our final day saw us tackling the Crooked River Track. As we were finishing up shooting, the weather that we had fought the whole trip came back for round two. Our last planned challenge was supposed to be South Basalt Knob track, however we made it a mere 20 metres before the trucks came to a halt. The two minutes of rain that had just fallen was enough to force us to head out the long way, up and out through Talbotville. As we headed out of the valley, we started getting a light dusting of snow. By the time we reached the Dargo High Plains Road, it was dumping fresh powdery snow - the perfect 'icing



FROM LOW TO HIGH WE'D COVERED SOME OF THE MOST ICONIC LOCATIONS IN AUSTRALIA

on the cake' for a fantastic trip. We slowed down to keep control of the tail-happy HiLux but again it handled the terrain with ease. Pulling off such a huge trip in such a short timeframe is a fantastic feeling – we pushed ourselves and the HiLux to the limit without any problems and it's something we'd do again in a heartbeat. If you're keen to get out there and pull off a big trip though, make sure you've allowed yourself enough time to see and experience everything your trip has to offer. Even then you'll be counting down the days til you can get out and do it again!

The Crooked River Track has over twenty water crossings and will keep you on the edge of your seat





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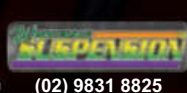


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OLD DOG NEW TRICKS



Toyota's 70 Series LandCruiser has lasted the test of time, but how does the current model compare to its older brethren?

WORDS BY CAHN TURNER, PHOTOGRAPHY BY OVERLANDER 4WD



The slightly longer cab and wheelbase of the 79 makes a significance for long distance touring and load capacity

It's hardly fair comparing most new 4WDs to their previous models, however Toyota's 70 Series LandCruiser has stayed so true to its original design that at a glance, you can struggle to tell the difference. Just how much has changed in the past 30 years and what does it mean for the future of this mighty Toyota? We planned to find out!

STYLING

The current 70 Series, available since early 2007, shares most of its panel work with the original 75 Series from the A-pillar back. The difference of course, is that the 75 Series had a removable roof and fold-down windscreen. The new 79 chassis has been widened slightly to

fit the new V8 turbo diesel and the new wider front body work reflects this. From 2009 onwards, the front bumper was extended to accommodate the airbag sensors but you can tell that this is a 4WD worthy of the LandCruiser badge, it's as rugged as ever.

ENGINE

Whilst the exterior design of the 70 Series has changed very little over its three decade lifespan, it has had several engine developments which have made a huge difference to the capability and drivability of the 'Cruiser. If you wanted a troopy or ute between 1984 and 1990 the only option was the venerable 2H – a four litre workhorse that was tested and proven in the 40 Series. From 1990 onwards the 70 Series was fitted with the naturally aspirated 1HZ 4.2 litre diesel, a motor that was available right up until the 2007 V8 'Cruiser was released. A 4.2L turbo diesel 6 cylinder (1HD-FTE) was also offered from 2002 until 2007, it was the same engine as in the 100 Series LandCruiser, minus the intercooler, and is widely regarded as the best engine available in the old 70 Series. However the introduction of the

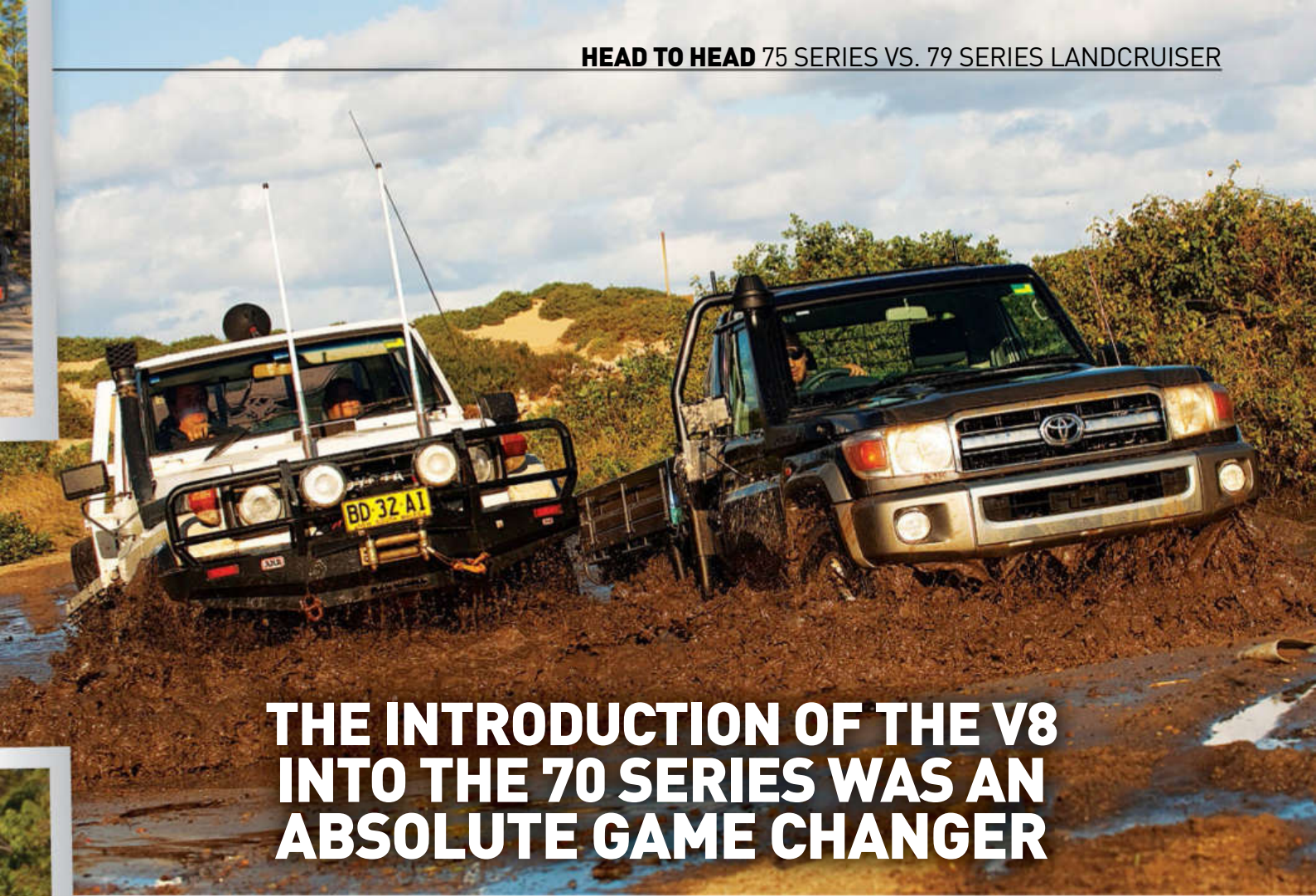
V8 (1VD-FTE) into the 2007 70 Series was an absolute game changer. It offered a huge power and torque increase over previously available engines and brought the 70 Series firmly into the 21st Century. In older 70 Series' a long steep hill would be viewed with dread – the torquey, low revving diesels would get you to the top but you'd have to take your time to get there. Only time will tell whether the new turbo diesel V8 will have the longevity of those early diesels, but we can conclusively say that it conquered every hill we could find without a second thought. Throughout the entire model life of the 75 and 79 Series, a 5-Speed manual was the only transmission available, though different engines were mated to boxes of varying strengths.

ENGINES AT A GLANCE

ENGINE	YEARS AVAILABLE	POWER (Kw)	TORQUE (Nm)
2HJ	1984-1990	80	240
1HZ	1990-2007	96	285
1HD-FTE	2002-2007	122	380
1VD-FTE	2007-Present	151	430



A 75 Series will power through most obstacles – just don't expect them to go as hard as the new V8



THE INTRODUCTION OF THE V8 INTO THE 70 SERIES WAS AN ABSOLUTE GAME CHANGER

CHASSIS AND SUSPENSION

Over the years the 70 Series has been offered in multiple chassis and wheelbase configurations. In Australia, there have been five different wheelbase lengths and of particular interest is the changeover in 1999 when the HZJ75 Troopy and ute were replaced with the HZJ78 and HZJ79 respectively. The 75 Series was based on a 2980mm wheelbase; when the 79 Series ute was

designed it was extended by 200mm and the cab was lengthened, offering more cabin space and load area. The new chassis also coincided with a front suspension change from leaf springs to coils. Both the cabin space increase and the front suspension revision gave the 79 Series much more potential as a tourer. The introduction of coils also eliminated the common occurrence

of getting caught up on the front leaf hangers, increasing the capability of the 'Cruiser. This, paired with the 1990 front diff change from 9.5in low pinion to 8in high pinion meant that the 79 Series was much less prone to diffing out, with no real drawbacks. Another change in 1999 was the swap from 6-stud to 5-stud wheels, which has continued into the new model.

CHASSIS AT A GLANCE

MODEL	WHEELBASE (mm)	FRONT DIFF	SUSPENSION	YEARS AVAILABLE
HJ75	2980	9.5in, low pinion	Leaf front	1984 - 1990
HZJ75	2980	8in, high pinion	Leaf front	1990-1999
HZJ79	3180	8in, high pinion	Coil front	1999-2007
HZJ79	3180	8in, high pinion	Coil front	2002-2007
VDJ79	3180	8in, high pinion	Coil front	2007-Present

All that power means nothing if you can't transfer it to the ground. Another reminder of the importance of correct tyre pressures.



IF YOU'VE EVER DRIVEN A 75 YOU'LL FEEL RIGHT AT HOME IN THE CURRENT 79 SERIES

INTERIOR

Between 1984 and 2009 you'll find remarkably similar interior fit outs. There were minor updates such as new steering wheel designs, but in all the seats, dash and trim are all fairly similar. The introduction of the 79 Series in 1999 meant the cabin of the LandCruiser ute was slightly longer than the 75 which was good news as you were finally able to fit a few more items behind the seat. In 2009 Toyota redesigned the dash to suit the addition of a driver's and passenger's airbag – though it still has throwbacks to the old model – the square shape, circular air vents and layout are all familiar. The passenger grab-handle is missing, presumably it's safer to have an airbag than something to hold on to! The interior is still as functional as ever and if you've ever driven an older model you'll feel right at home in the current 79 Series.



The new interior is a throwback to the 80s, but has been brought into the 21st Century with new materials and technology

OVERALL

Toyota have done a fantastic job with the new 79 Series; particularly when you consider they've had to balance the design between classic LandCruiser toughness with the expected comfort and practicality of a modern vehicle. It's retained many of the features that made older models so legendary such as the ladder chassis, solid axles and utilitarian interior, and now the V8 turbo diesel makes it an absolute powerhouse too. Gone are the days of changing down a gear in preparation to tackle a hillclimb; with this 'Cruiser you can put your foot down and know you'll sail up most obstacles with ease. The 70 Series is safer than ever too, with 4-wheel disc brakes and ABS, dual airbags and modern electrics - including headlights that throw a lot more light than those in the 75 Series.

We can't be sure whether the updated 79 Series will stand the test of time and still be eating up those outback miles thirty years from now, but if they are well looked-after there's no reason they won't. All the ingredients of a legendary truck are built into the 79, and they've already gone a long way to proving themselves since their introduction in 2007. ■



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A photograph of a line of off-road vehicles, including a white SUV, a silver station wagon with a yellow roof rack, a white pickup truck, and a red station wagon, parked on a dirt track in a forest. Two people are standing near the vehicles. The background shows a dense forest of green trees under a cloudy sky.

ON TOP OF THE WORLD

The spectacular Dargo region of the Victorian High Country will see you touring above the clouds

WORDS AND PHOTOGRAPHY BY VIC WIDMAN

Last month I described how I attended the Adventure Film Festival in Bright and then set off on my own adventure across the Victorian Alps. The first few days had mixed results for us, with a couple of new tracks being explored, another blocked due to fire fighting and then one of our team took a spill and lacerated his head. You could say we had retreated somewhat to lick our wounds. But every cloud has a silver lining and this

led us to a sensational camp site at Bryce's camp which was also the kick off point for a 20 minute walk to Guy's Hut. Our third day on our trek dawned with heavy clouds and the grey leaden skies were a bit threatening. With new resolve not to let the events of the day before get us down we headed off in search of Guys Hut. The easily followed track led through the snow gums and then across an open grassy plain, over a small creek and then over the next rise

Guys Hut came into view. The High Country has these huts scattered all over the mountains, remnants from the early cattleman days. Whilst they are small and usually have earth floors, the solid timber walls cut from local timber and stone fireplace provide a feeling of safety and warmth. Of course, if you are ever caught out in a change of weather and need to use one of these huts, they suddenly become a palace to you that can literally save your life.

PART 2

OF VIC WIDMAN'S
HIGH COUNTRY
EPIC!





There's nothing better than a warm campfire in the High Country – you can relax and soak in the majesty of the region. This perfect campsite is Horseyard Flat.



Don't forget to pack a camera as you're bound to experience some amazing sights while touring the area



There are plenty of water crossings throughout the High Country, in wetter months, or after the snow has melted, they can be deep and fast flowing

Having enjoyed our invigorating early morning walk we hit the road again and stopped in at Dimmick's Lookout not far down the Howitt Plains Road from Bryce's camp. Despite the cloudy overcast skies the view was spectacular, looking down into the deep Conglomerate Creek Valley, the same Conglomerate Creek that we enjoyed morning tea at the day before in bright sunshine in the Wonnangatta Valley. Given that we had turned back from doing the Butcher Country track the day before I decided to visit another track that I had not been along for several years, the Mt Wellington Track. We continued down what is best described as a well maintained gravel road to Arbuckle Junction. If we had kept right this would lead off the High Country to the small town of Licola. However, we turned left onto the Moroka Road and continued on the gravel surface as the road wound

around the side of the high ridge we were following. After 17 kilometres of this very scenic drive we found Moroka Range Track on our right. This led us through dense tree growth for another three kilometres where a right turn onto the signposted Mt Wellington Track was found. You'll be in low range almost immediately to begin the scramble up Mt Wellington. It was interesting to note the quickly changing vegetation along here, from heavy forest with fern clad valleys, to open forest and then snow gums and finally no trees at all as we climbed above the tree line. Despite the grey and overcast skies the unobscured view out the windscreen was spectacular. We paused at the top of Mt Wellington for quite a while to take in the 360° view from this 1634 metre high mountain. Low cloud had spread below us deep in the valleys, it certainly made for a beautiful

sight. The track continued on from this high point and it was still slow going requiring low range due to the washouts and rocks. It was another 4.7 kilometres to the end of the track at Millers Hut, and one of our companions relayed a story of being up here when snow set in, I can only imagine how beautiful this whole area would look with a dusting of snow. Returning to the Moroka Road we had planned to follow the Moroka Range Track further but a huge forest giant had fallen across our path and although we carried track clearing gear, we didn't have the bulldozer that would be required for this monolith! We had spent several hours following the Mt Wellington Track and soaking up the amazing scenery and the day was nearing its end by the time we reached Horseyard Flat, another pristine camping area on the Moroka Road. After

FACT FILE



BILLY GOAT BLUFF NEVER CEASES TO IMPRESS AND YOU'LL BE BLOWN AWAY BY THE VIEW

GETTING THERE:

The drive around Mt Wellington is easily reached from Licola and the steep tracks near Talbotville are best found via Dargo. No permits are needed but be aware that many of the tracks Vic used in this story are closed from mid-June to early November.

ROAD CONDITIONS:

This is tough 4WD terrain in places, adverse weather changes even the easy hills into slippery nightmares. Randalls and Conways tracks should not be attempted by novice drivers in unmodified vehicles. Towing an off-road trailer on these tracks would be extremely foolhardy and is not recommended, they are okay on the other tracks detailed here.

FUEL & SUPPLIES:

Fuel and all supplies are available at Dargo or Licola.

For tracks like Billy Goat's Bluff which are incredibly steep and technical, it's worth dropping the tyre pressures a little more to ensure good traction

Cynthia Track shows off what the high country is famous for – steep drives and perfect views

establishing camp near yet another hut and collecting some firewood out along the main road we decided to take a quick run up to the Pinnacle Lookout.

It was still heavily overcast but I was hopeful that either the cloud might clear by the time we reached the lookout or at best we would be looking down on mist filled valleys. Well we almost got it right, there was some sunshine and there was some mist, unfortunately most of the mist was sitting on top of the Pinnacle, oh well, you win some and you lose some. Returning to camp we got the warming fire going, and after threatening to rain all day the skies finally opened up. We scattered to throw tarps over our swags and wood pile, and of course as soon as everything was covered the rain stopped, and fortunately never returned.

I had accommodation booked for us in Dargo for the next evening so on Thursday after packing up leisurely at Horseyard Flat we set off for some challenging 4WD tracks around Talbotville. Of course we

were just a few kilometres from the top of Billy Goat Bluff, one of the most infamous tracks in the High Country. At the time it had been recently graded, so this was the perfect excuse to go down it to see what condition it was in. Billy Goat Bluff never ceases to impress and you'll be blown away by the view. Coming in from the top of it you are immediately exposed to the narrow ridge overlooking the deep valleys created by the Crooked, Wonnangatta and Wongungarra Rivers.

At the base of Billy Goat Bluff we turned right and followed the winding road along the edge of the Wonnangatta River, with its spectacular views over the river flats and along the river. We stopped for lunch where there is a large cleared grassy area just before the river crossing that leads to the steep uphill climb of Eaglevale Track.

John our cameraman, said he knew one

of the land owners further up the valley and could show us a hut he has restored on the river flats known as Harry Smith's Hut. So we followed the valley and entered the private property, stopping to ask permission to see the hut. What a fantastic job they have done of re-creating old Harry's hut, if you read up on the history of the Wonnangatta murders you will realise that Harry Smith made the discovery that something was amiss at his neighbours house.



The Mt Wellington Track takes you above the tree line offering sensational views



Harry's Hut has been beautifully restored and is what you'd expect to see if you were in the region almost 150 years ago



Low cloud can engulf the mountain peaks and saddles and create an amazing experience for hiking and photography

Back at Eaglevale Track we had to cross the Wonnangatta River, no problem though with a firm rocky base and water barely hub deep. The steep climb required low range second and led us to Cynthia Range Track. This is a wonderful drive as it dips and rises along the ridge top for over eleven kilometres. At the end of Cynthia Range Track, just past another helipad, the track joins the Crooked River Track and a left turn here will lead you to the best camping area in

the High Country, the old town site of Talbotville. But we were craving more steep tracks so we turned right and crossed the Crooked River.

The climb up Randalls Track is one of the steepest in the High Country and at five kilometres long there is no let up either, it even requires low range first gear in several sections. After this very exhilarating drive we turned right onto Conways Track and whilst it is only three kilometres back down to the river, it too is as steep as you would want to go.

CONTACTS AND INFORMATION:

PARKS VICTORIA

W: <http://parkweb.vic.gov.au/explore/parks/alpine-national-park>

THE DARGO HOTEL:

W: www.thedargohotel.com.au
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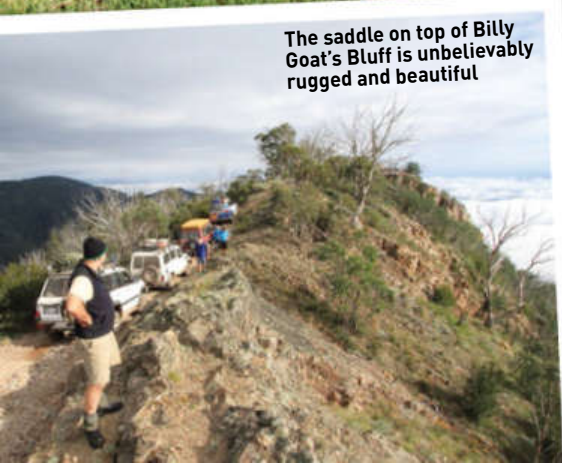
Any trip through the High Country is worth a stop at the iconic Dargo Hotel



There is fuel available in Dargo, which is good news if you've used a bit too much right foot on the steep hills of the High Country!



The saddle on top of Billy Goat's Bluff is unbelievably rugged and beautiful



With our thirst for steep tracks satisfied we followed the relatively easy gravel roads to Dargo via Kingwell Bridge and Black Snake Creek (another fantastic camping spot on the river). We refuelled here and found that over the past 400 kilometres of mostly 4WD terrain my 200 Series had consumed an astonishing 28 litres per 100 k.s. Dinner tonight was in the Dargo Hotel, always a spectacular meal and over a couple of cold cokes we planned the final part of our adventure, a drive along the Haunted Stream - but more on that next month! ■

Crossing the Wonnangatta River shouldn't cause too much trouble with its firm rocky base and relatively low water level. Always check depth before crossing though





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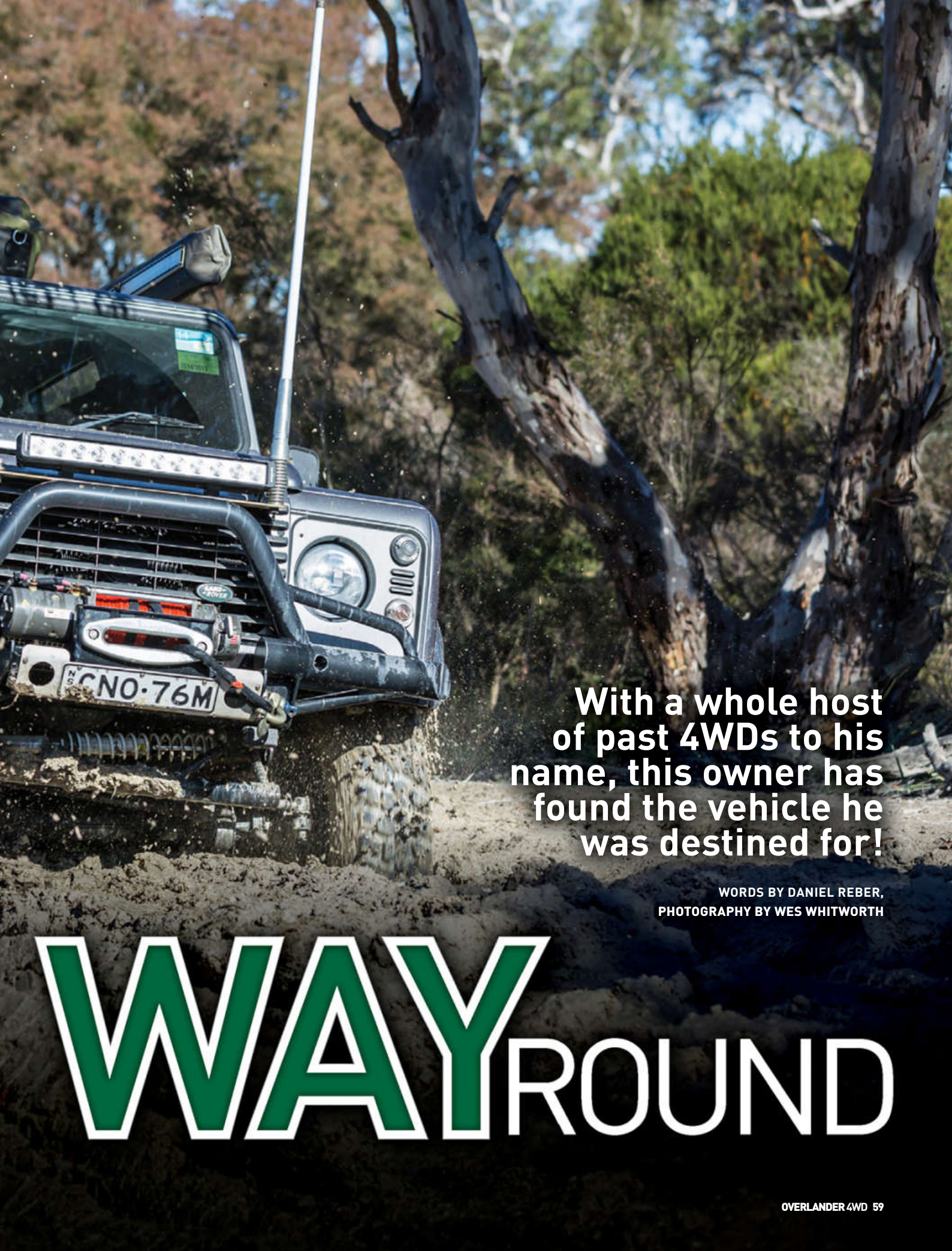
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TOWING POWER

A blue Land Rover Defender is shown from a low angle, driving through a muddy river. The vehicle is splashing water and mud, with the front wheel and fender prominently visible. The background shows a dense forest with trees and foliage. The text "THE LONG" is overlaid on the bottom half of the image.

THE LONG



With a whole host of past 4WDs to his name, this owner has found the vehicle he was destined for!

WORDS BY DANIEL REBER,
PHOTOGRAPHY BY WES WHITWORTH

WAYROUND



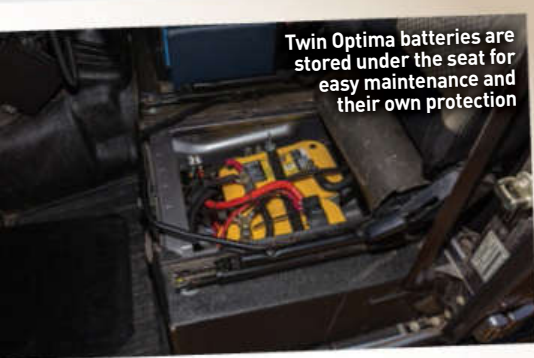
fashion you see it now – no. That part took a lot of nights in the shed, research and passion to sculpt!

"I wanted to build a touring vehicle that was not only reliable on remote trips, but could also tackle tougher obstacles without the risk of leaving us stranded in the middle of nowhere," Aaron says. It was with this build philosophy that Aaron got stuck into sorting the Landy for a long life of incredible adventures ahead. One of the first cabs off the rank was getting the suspension sorted so Aaron could get some meatier tyres under the guards. "Having used Tough Dog gear in my 4WDs previously, I had no issue giving them the nod for the Defender. I've gone for 2in, heavy-duty coils, backed up with 41mm bore foam-cell shocks in both the front and rear," Aaron explains. "The lads at Opposite Lock Narellan fitted the gear and I must say I'm very happy with the results, although some swaybar disconnects are on the cards to free up the articulation somewhat – but that's down the line." With the newfound space under those guards Aaron was able to fit a quality set of tyres, in the form of 235/85R16 BF Goodrich KM2s wrapped around the factory 16x7in

"Yep – I've owned a couple of different 4WDs over the years," laughs Aaron. "Everything from a couple of Navaras, right through to my current project - a twin-locked, roll-caged FJ40 on 40in tyres, coilovers, oh and running a 351 Cleveland V8."

With a rig like that in the yard, you know a bloke's as passionate as they come about turning all four wheels on the dirt. So, there begs the question; when you've owned such an eclectic array of tough 4WDs, where do you turn when you want a tough, solid

axle 4WD that's fit for longer distance trips? "With a duo of young kids and a wife, we wanted to start doing some longer distance, touring style trips so we started looking for the right vehicle," explains Aaron. "It had to be solid axle, with plenty of space and had to be a proven performer when it came to the tortures of long-distance travel and be able to tow our soft-floor camper." Well, in June 2013 the family welcomed their newest addition – the immaculate 2013 Land Rover Defender you see before you. Of course it didn't



Twin Optima batteries are stored under the seat for easy maintenance and their own protection



A 3in exhaust, aftermarket intercooler and an EGR block let the Puma motor breathe with ease



In-cab winch controls and locker buttons are in close reach of Aaron

SOLID AXLE, WITH PLENTY OF SPACE AND PROVEN PERFORMANCE!



The tubular steel front bar mounts the WARN winch and Narva lightbar perfectly and gives excellent access to the winch clutch

It's built tough – not to impress, but to get the job done and get back home



Boost alloys, which are more than capable of coping a beating.

Speaking of coping a beating, the last thing you want on any 4WD, but especially a brand new one is panel damage from errant wildlife, rocks or track obstacles. So, before the Landy ventured too far off the beaten track, some barwork was in order! "Up the front, I've fitted a Rover Craft steel, tubular bullbar which houses the Warn XD9000 winch – a lifesaver if we're on our own," says Aaron. "Down the sides are a set of APT Fabrication steel rock sliders and bringing up the rear is the standard Land Rover steel rear bar - for now." Also from APT is a front diff guard and up on the roof is a Wind Cheetah alloy roof rack for additional bulk storage. It's no secret;

barwork makes the perfect platform for mounting lights and other gear, and in this case Aaron has mounted a 9000 lumen Narva light bar to the front bar and a Jaycar LED floodlight for setting up camp after dark.

Having all the right gear on the outside is great, but having the right stuff on the inside is just as important for a long-range touring vehicle. What might seem like gadgets to the uninitiated, are absolutely essential once you get beyond the black stump. Aaron realised pretty early in the piece that there were certain bits of kit that would not be lacking in his 4WD. Inside the cabin there's an ICOM IC-440N UHF that keeps Aaron in contact with the convoy or nearby 4WDs while out in the bush. "I've also fitted

an ORS drawer system in the back, which is a lifesaver for organising a family worth of gear on a long trips and on top of these is a 40L Engel used as a freezer and an 80L Engel used as a fridge," explains Aaron. Storage encompasses more than just the gear inside, if you can't carry more than a few hundred kays worth of fuel you're not going to make it as a remote tourer. "On top of the standard 75lt fuel tank, I've fitted a Brown Davis auxiliary fuel tank which together with the main tank gives me a 1000km range no matter what terrain I'm driving," Aaron says.

All that fuel heads to the standard 2.2l Puma diesel motor, which has retained the standard turbocharger, but now carries an aftermarket intercooler courtesy of Davis Performance. "I've fitted the engine with an EGR delete, custom 3in exhaust and had the ECU remapped to suit," Aaron says. From the motor the power is fed through the standard Land Rover clutch to the two diffs that are filled with Harrop's finest – twin E-Lockers! "The lockers are sensational and are probably the best addition I've made to the Defender, I can crawl any obstacle without the Landy even breaking a sweat!"

Keeping the engine fed with fuel is much the same as keeping all your 12V needs fed with power. For this, Aaron has fitted a pair of Optima



Airbags in the rear springs assist with heavier loads associated with long distance touring

D34 55Ah batteries – one for starting duties, one for auxiliary power needs. The two batteries are kept charged, conditioned and separated by a Redarc SB112 dual battery isolator which makes sure the Landy fires up the next morning no matter what.

Overall, what you've got here is a 4WD that wasn't bought or built on a whim, but designed with careful planning and execution to be the safest, most capable 4WD to take a young family around Australia – we couldn't do it better ourselves and could never fault the logic. ■



Simple and functional – the Landy's interior has been kitted out to get out there in comfort



“I CAN CRAWL ANY OBSTACLE WITHOUT THE LANDY EVEN BREAKING A SWEAT!”

RUNDOWN	
VEHICLE	2013 Land Rover Defender
ENGINE	2.2L turbo diesel Puma
GEARBOX	5-speed manual
4WD ACTIVATION	Part time with manual locking hubs
SUSPENSION	2in Tough Dog coils and 41mm TD foam cell shocks
TYRES	BF Goodrich KM2 - 235/85R16
OTHER GOOD GEAR	ICOM UHF, HEMA HN-5 GPS, APT diff guard and side rails, Brown Davis aux fuel tank, Harrop E-Lockers front and rear, Hurricane exhaust system





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WAR MACHINE

Ever dreamed of driving an ex-military Land Rover? We did just that!

WORDS BY TRAVIS ANNABEL, PHOTOS BY DAVID WOLTSHENKO





Yeah, alright, I know what you're thinking – a 1988, ex-army Land Rover Perentie can hardly be called a "new vehicle". Let's face it, this thing's probably done a good few hundred thousand kilometres on multiple continents, and been through a variety of harsh terrain and conditions that would put most 4WD's to shame. But I can honestly say that out of all of the 4WDs that I've driven for vehicle reviews in this

magazine and others, the ex-army Land Rover Perentie that was loaned to us by Australian Frontline Machinery is probably the one I was most excited about.

Why? Simple; this was an opportunity to engage in some real old-school 4WDing. This Perentie had no power-steering, no air conditioning, no traction control, no automatic transmission, and no radio. It wasn't even enclosed – unless you count the tie-down canvas canopy as panelling...

No, what this thing had was old-fashioned mechanical capability, with a big old diesel literally out of an Isuzu truck, and a beefed-up driveline that one could call "bulletproof" and mean it in the most literal sense of the word. It was as though I'd been taken back in time, to the early days of 4WDing in Australia. And here's the thing: thanks to Australian Frontline Machinery, you can actually purchase one for yourself! ■



FEATURES AND COMFORT

Okay, the subheader to this section is a bit of a joke – because there really isn't much of either in the Land Rover Perentie that we tested. Well, unless you class a gun-rack in place of a centre console as a feature. I meant what I said earlier; these ex-military beasts are equipped with very little. Remember, they were built to fight wars, not to cross the Simpson with the family. There's a big list of things these

vehicles don't have: air-con, radios, ABS, traction control, an automatic transmission, cruise control and air bags are just a few. The one we tested didn't even have power steering, and unless you're after the 6WD variant, then it's not something you'll get with a Perentie.

Truth be told, the one thing out of all of those features that I truly wished I had during the test was power steering, because you could feel every kilo of that vehicle whenever you had to adjust course!

OFF-ROAD CAPABILITY

It's not until you get off the blacktop and engage low-range that owning an ex-army Perentie makes sense. The truth is, half the reason that they aren't fitted with any of the features I mentioned previously, is because they simply don't need them. The engine, an Isuzu 4BD1 3.9L, 4-cylinder diesel feels far more powerful than it has any right to be, which I can only assume is due to the power-to-weight ratio of the stripped down Perentie with its aluminium body.

The 4-speed manual gearbox, while taking a bit of getting used to, is as reliable and as tough as anything, and the ratios worked well on both the tarmac and the dirt. We tested the AFM Perentie down in the Brindabella Ranges near Canberra, and anyone who's been there knows just how steep the terrain is in the region. The Perentie's gearing was perfectly suited to the place, and when in low-range, the engine's compression braking was so good that the middle pedal was rarely used. In fact, the gearing was so low when we were in low-range that on the less-steep hills, we actually needed to be in second, because



There's plenty of space to stow the camping gear in the back, however they're not rated to carry passengers

first was too low! Yep, these things are built for low-range work, and there was nothing that we came across that posed a difficulty for the Perentie.

RUNDOWN LAND ROVER PERENTIE

ENGINE	Isuzu 4BD1 3.9L, 4-cylinder diesel
GEARBOX	4-speed manual
FUEL CAPACITY	68L
FUEL ECONOMY (AVG):	13.5L/100
BRAKES:	Servo-assisted hydraulic dual system with front disc and rear drum brakes
TOWING CAPACITY:	1200kg
WHEELBASE:	2794mm
WHEELTRACK:	1498mm
DIFF CLEARANCE:	215mm



There really isn't much in the way of features in one of these Perenties



VERDICT

So, here's the question: is an ex-army Land Rover Perentie really a wise option as a touring rig, or is it a bit of a novelty? My opinion is that it depends on your circumstances. As much as I personally loved the Perentie, it wouldn't be something I'd purchase, simply due to my family situation – it's certainly no family wagon. However if I were a single bloke looking for a truck capable of going anywhere reliably, then it would be a vehicle I would seriously be considering. Australian Frontline Machinery say that the 4WD Perenties usually go for around the \$8,000 mark. Consider the fact that this company has already done the hard yards, getting these vehicles back up to tip-top condition – value for money, you're getting a tough-as-nails beast of a 4WD, ready to hit the toughest tracks for under the \$10K mark. Throw a few thousand dollars into a power steering system and a few other mods, and you've got something that you could in all seriousness consider taking to the Cape, or even across the Simpson.

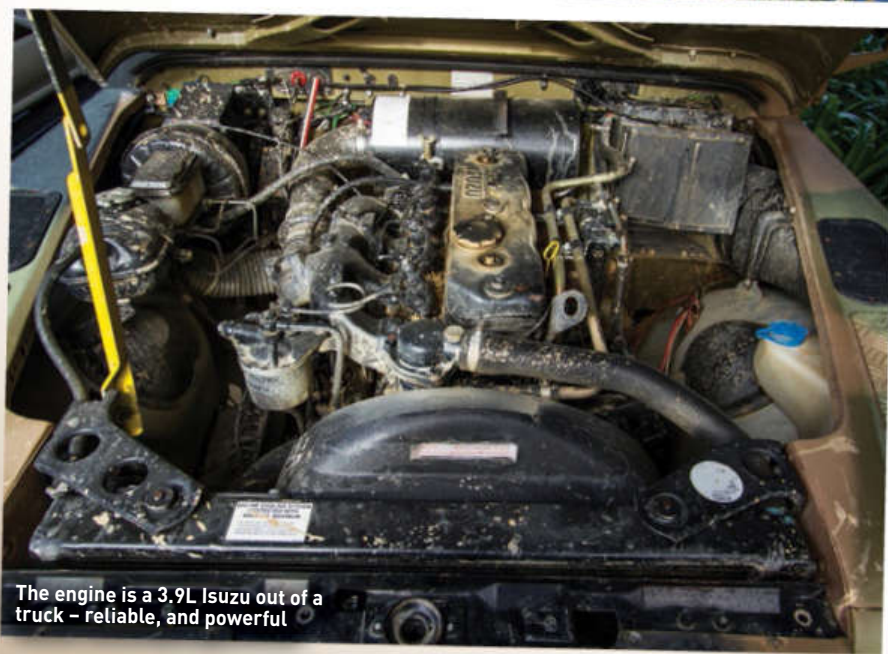
AUSTRALIAN FRONTLINE MACHINERY

The team over at Australian Frontline Machinery have put in the hard yards and have done the ground work to allow you to own an ex-military vehicle at a great price. For example, you can get your hands on a Land Rover 4WD, similar to the one we've just tested for around \$8,000.

As the exclusive reseller of genuine ex-military vehicles direct from the Australian Defence Force, each of the vehicles go under the hammer via an monthly online unreserved auction, hosted by Grays Online.

From motorbikes and trailers to 4WDs, six-wheel Unimogs, ATVs and even Mack tipper trucks, Australian Frontline Machinery has something to cater for everyone.

For more information on how to bid on an auction, book and inspection or any more details about the vehicles on offer, call (02) 8796 1800 or visit www.australianfrontlinemachinery.com.au.



The engine is a 3.9L Isuzu out of a truck – reliable, and powerful

THE PERENTIE DOESN'T HAVE MANY FEATURES – UNLESS YOU CONSIDER A GUN RACK IN PLACE OF A CENTRE CONSOLE AS ONE



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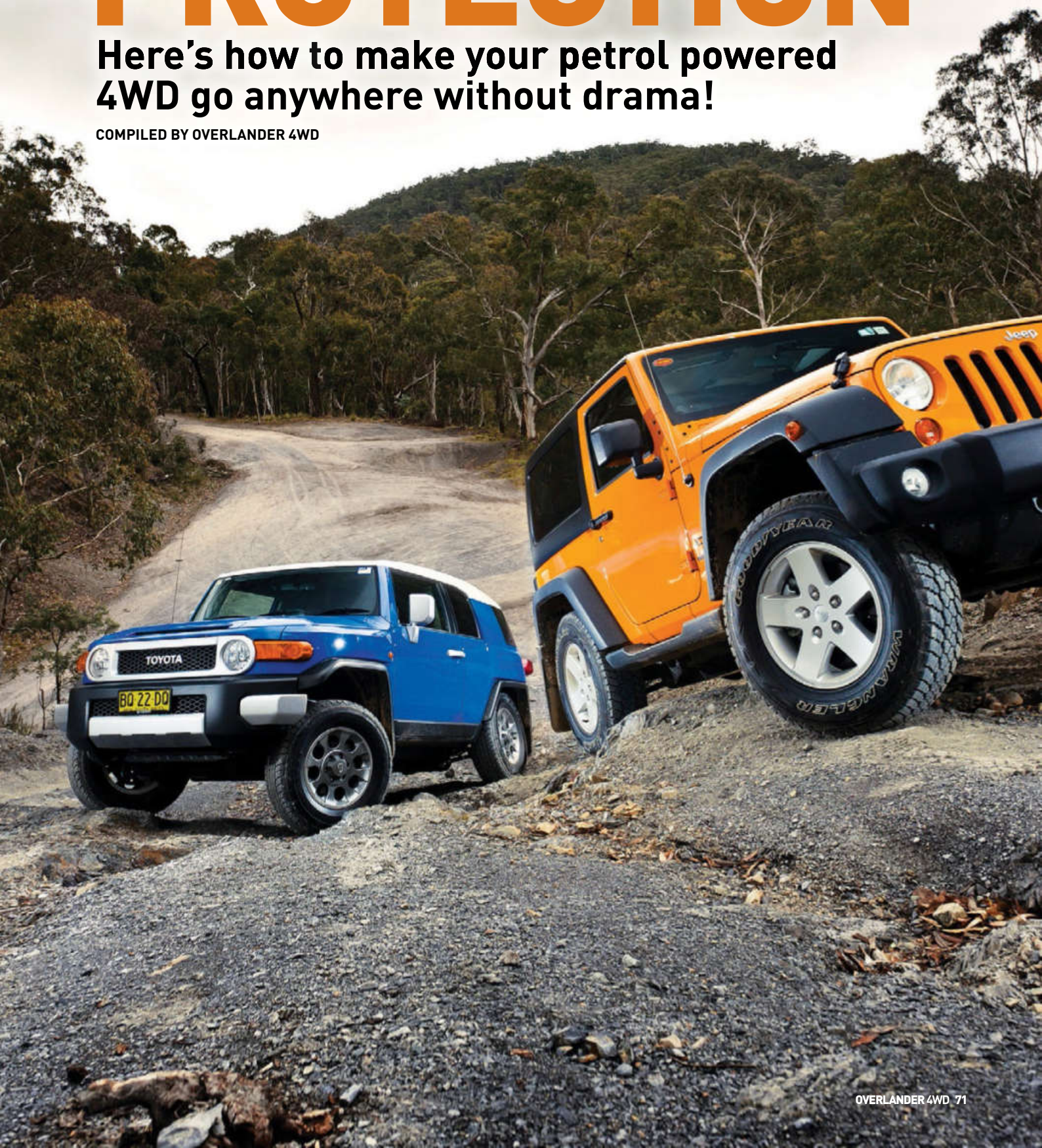
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PETROL PROTECTION

Here's how to make your petrol powered 4WD go anywhere without drama!

COMPILED BY OVERLANDER 4WD



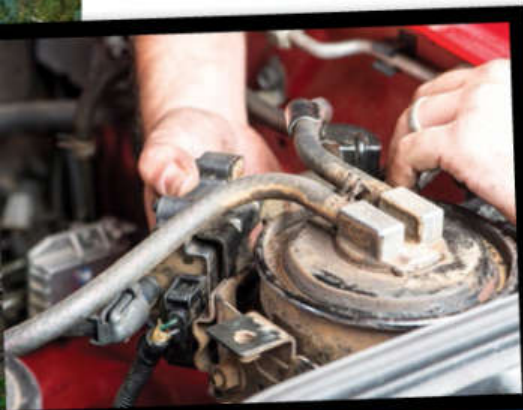
If you want to see sparks fly around the campfire, bring up the age-old debate of petrol versus diesel and which is best in a water crossing – sit back and watch the battle unfold. Depending on how late in the night it is, or more importantly how empty the fridge is, you might just want to take cover from the heated discussion about to unfold.

Fact is, many petrol powered 4WDs will struggle at the slightest amount of

water. Their sensitive ignition system electrics hold their own in the dry weather, but they're often the first thing to let you down in wet conditions. Once that high-voltage spark can't make it to the plugs, your petrol engine starts to cough and splutter and you can end up in the middle of the creek without a paddle - literally.

That said, while the majority of old-tech diesel 4WD owners have a fair argument on their hands, there's a

bunch of easy tricks that'll waterproof even the most temperamental petrol engines. Chances are even if you don't own a petrol 4WD, you've been out on the tracks with someone who does and it pays to be armed with the tricks to get you and your mates through. It could just be the difference between a tow home and the glory of powering through under your own steam. So crack out the tools and let's get stuck into it!



WHY WATER PLAYS HAVOC ON PETROLS

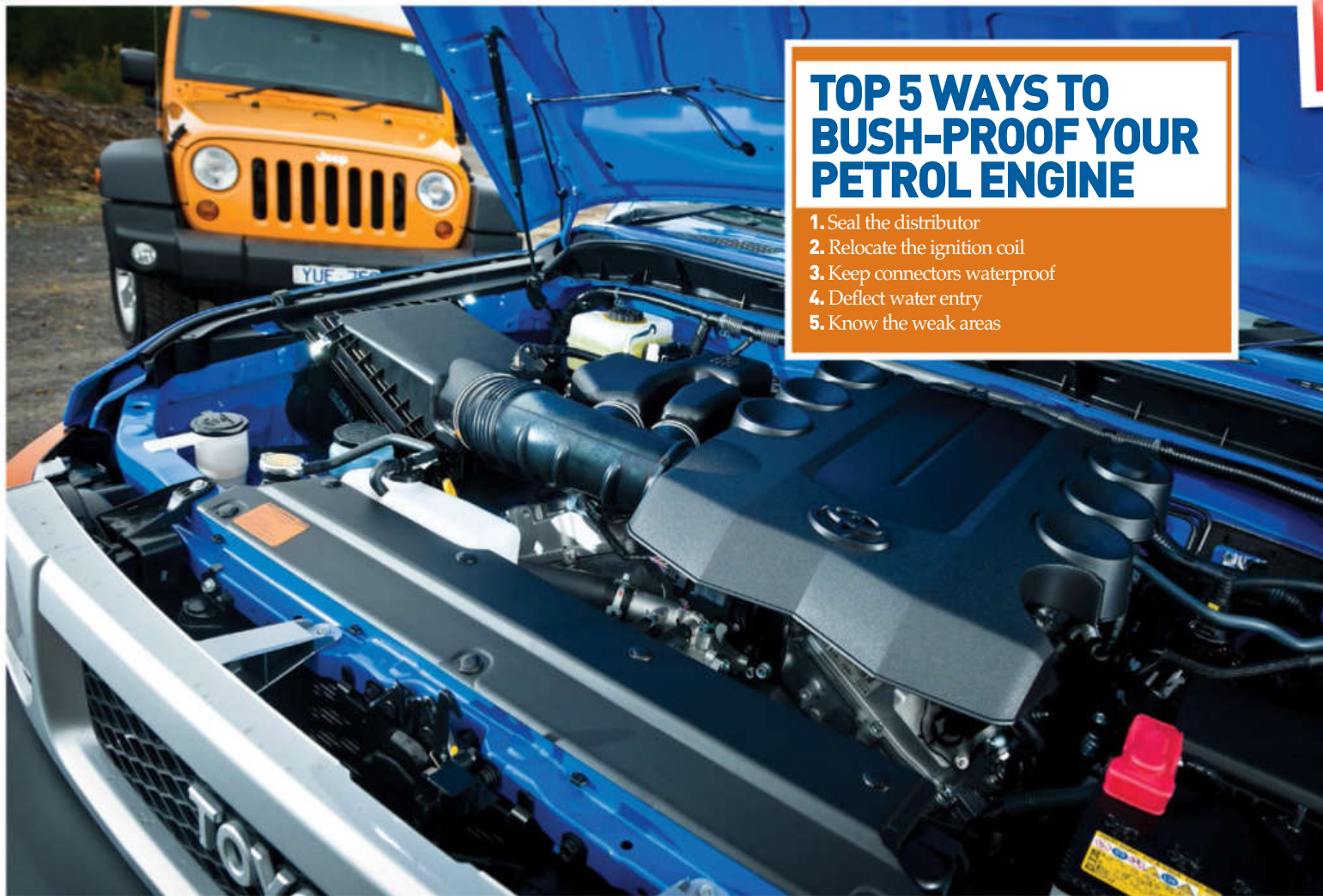
Petrol engines rely heavily on their electronic ignition system to keep them cracking along. The distributor itself is responsible for directing the spark from the coil on to each cylinder at the precise time. Add the tiniest amount of water to the mix and your delivery of spark will begin to break down

if it makes its way inside the distributor. Same goes for many of the electrical plugs that sense and control the messages from the engine control unit (ECU).

Yep, you guessed it that's the exact moment panic sets in part way through that sketchy river crossing you're tackling. Water being the conductor that it is starts to play havoc on the circuit and diverts the electrical charge from the coil in all sorts of different directions – often anywhere except where it needs to go.

TOP 5 WAYS TO BUSH-PROOF YOUR PETROL ENGINE

1. Seal the distributor
2. Relocate the ignition coil
3. Keep connectors waterproof
4. Deflect water entry
5. Know the weak areas

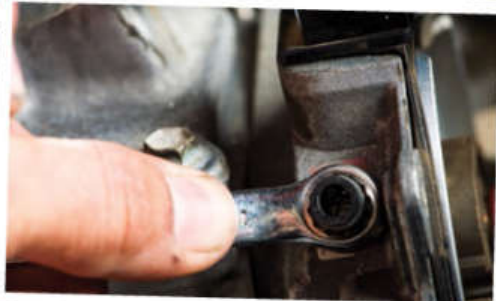
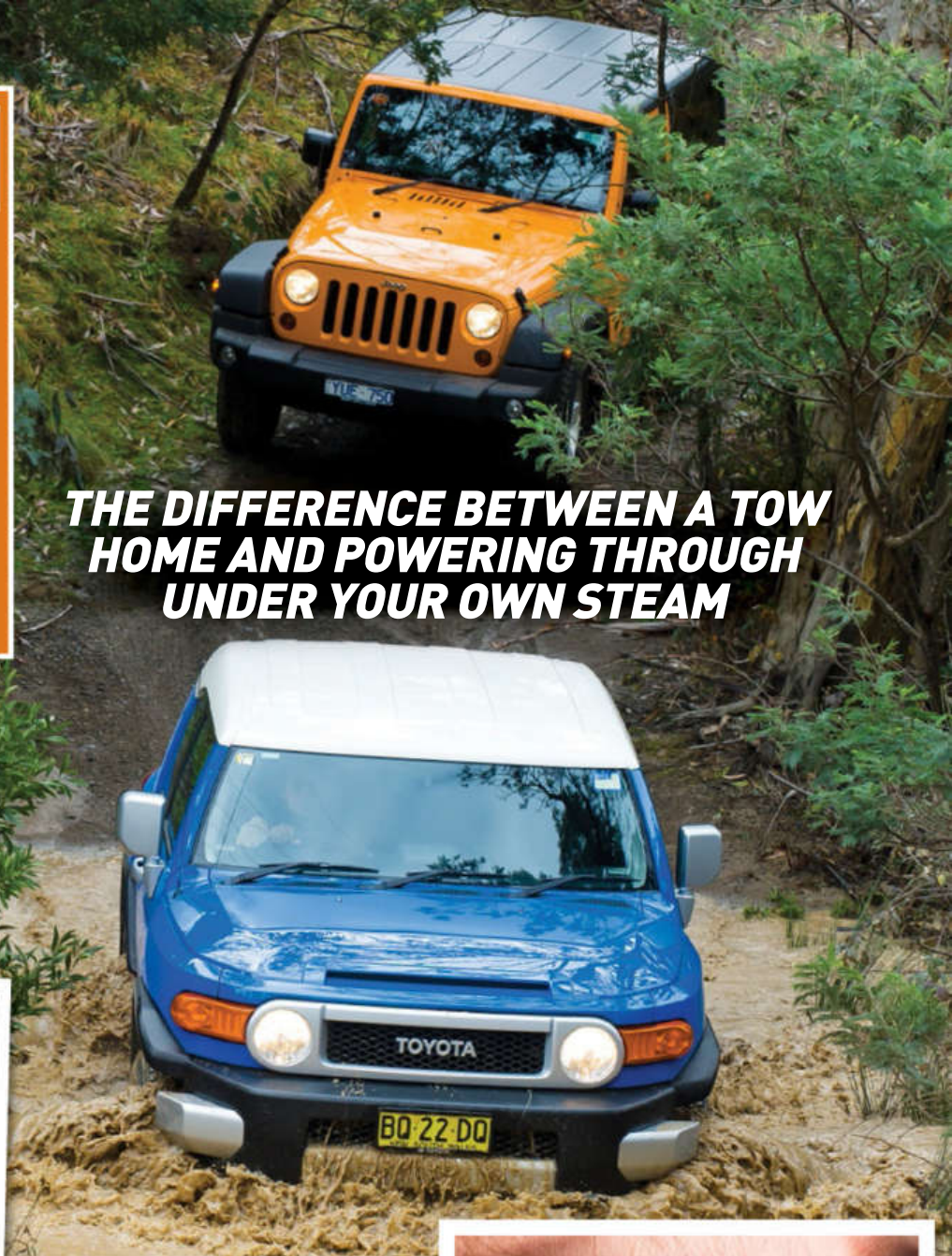


SEALING THE DISTRIBUTOR

So how does it get inside the distributor? When the engine builder knocked the donk together they weren't quite aware just how crazy 4WDers are. They designed the distributor with a breather to allow any condensation to escape, but they weren't expecting us to be busting through bonnet depth water crossings with a grin from ear to ear. Those breathers in the distributor that work so well in dry conditions are your worst enemy as soon as you dip the nose of your 4WD in the drink.

Given the type of terrain we expect to tackle in the bush, prevention is always better than costly repairs.

THE DIFFERENCE BETWEEN A TOW HOME AND POWERING THROUGH UNDER YOUR OWN STEAM



FITTING A WATER-PROOF BREATHER

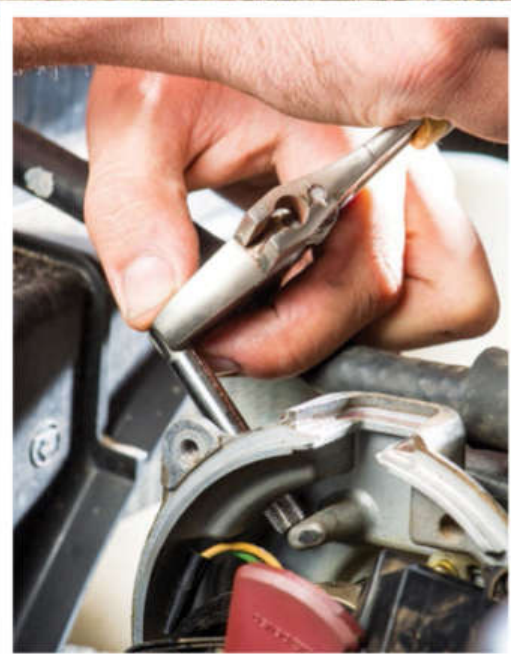
Before you go sealing up the factory breathers on the distributor, you'll need to fit a 4WD friendly one in its place. We've decided to knock together a complete new one that'll run into the air filter housing.



There's a stack of options here like running the breather line to a higher location, into the firewall or even feeding a tiny amount of positive pressure from a regulated air supply to keep the water out.

For simplicities sake, running the new breather to the air filter housing achieves two main goals. If all goes to plan the air box will stay 100% dry. Secondly having the breather in the air box means, with a snorkel, the intake is about as high as you need to go for clean, dry air.

After removing the distributor cap, we've lined up a suitable location for our new breather line. Carefully drill and tap a hole to suit your new air fittings. We're running a 6mm quick connect push-in fitting here, but anything designed to seal for air will do the job. Clean away any swarf from drilling and tapping the fitting and screw the new fitting into place using thread sealant to keep it



MAKING THE HOUSING WATER TIGHT

If you've ever taken a close at an older petrol engine's dizzy, you'll notice the main breather at the top of the housing is quite large. It's also directly in line with the path of water that'll be sprayed across the engine bay by the radiator fan – another solid

Modern petrol engines are less susceptible to water ingress, however it still pays to be vigilant



reason to loosen off the belts before a water crossing, but more on that shortly. There's also a small drain hole to seal at the bottom of most housings that'll need to be sealed up. It's worth having a thorough look for any other sneaky holes that you can see and plug 'em up while you're at it.

With the distributor cap already off, sealing up the factory breather holes is a straight-forward operation. Any holes that pass through the main body or cap will need to be sealed up completely. High-temp RTV sealant is ideal for this as the body of the distributor can become quite hot, being attached directly to the cylinder head. Keep in mind you'll need to allow the sealant adequate time to cure before it seals up completely.

Most caps have a small rubber o-ring that's sandwiched between the body and cap mounting faces. A slight smear of sealant on these mounting faces, and any other seams, will go a long way towards keeping the water out. Just make



sure you reapply the sealant if the cap is removed come service time or when you're trouble shooting.

WITH THESE SIMPLE TRICKS YOU'LL BUSH-PROOF YOUR ENGINE AND HAVE IT READY TO TACKLE EVEN THE MOST CHALLENGING WATER CROSSINGS

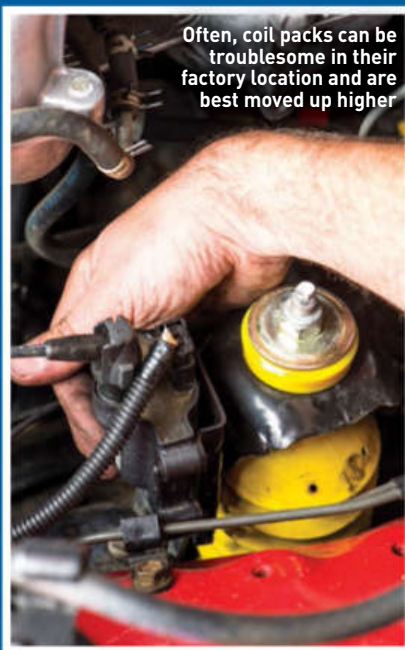
RELOCATING THE COIL

The coil pack's job is to create the high voltage zap that's required to jump the gap at the tip of the spark plug inside the combustion chamber. It's a relatively simple bit of gear, but it's still not immune to water. Depending on your engine bay layout, the coil should be as high as possible to avoid it being submerged in water or covered in mud when you're off-road.

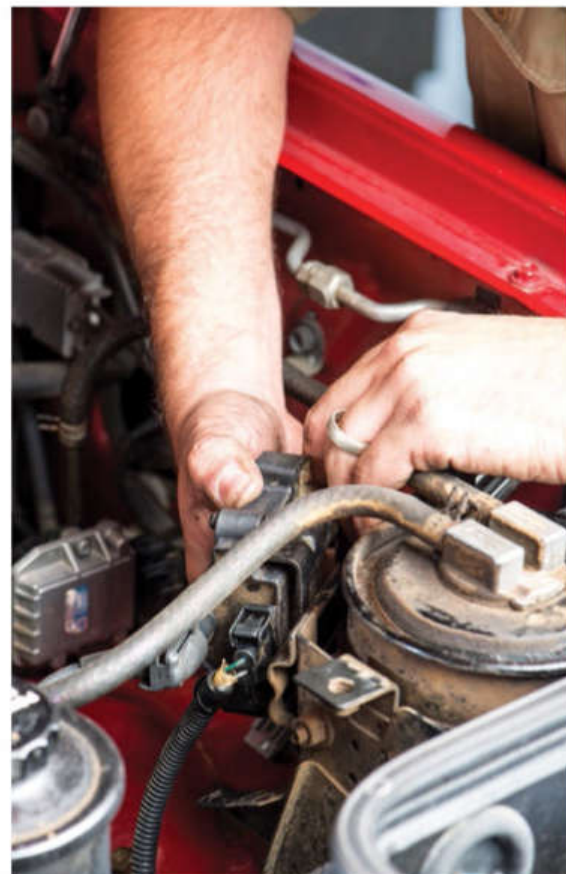
Some factory coil pack locations, like the 80 Series Cruiser here, leave you wondering if the manufacturer ever intended for the 4WD to go off-road at all. Being mounted to the shock tower and buried down near the wheel arch exposes it to every bit of water and mud that's splashed around from the left front tyre.

A simple fix is to relocate it to the coil pack to a higher location. In this case there's more than enough length in the factory wiring to move the coil up onto the charcoal

Often, coil packs can be troublesome in their factory location and are best moved up higher



canister bracket. Up above the guard will keep water away from the coil and prevent it becoming a problem at every puddle.



MODERN PETROL ENGINES

Most modern petrol engines, such as those in the 200 Series LandCruiser have done away with distributors and use a coil-on-plug design, where the coil packs connect directly to the spark plugs on one side of the engine. This design is inherently more protected against water ingress, however they're still not 100% impervious.

Water dispersant spray is your friend when it comes to modern petrol engines. Ensuring that you spray each coil pack with water dispersant where it connects to the spark plug (as well as the spark plug leads on the other side of the engine) will go a long way to keeping water out.

SAFE-GUARDING CONNECTORS

As a general rule, any wiring and connectors that are outside the main cab area of your 4WD are designed to cope with the elements. Plugs in the engine bay are often fitted with rubber sealing grommets to prevent any water and dust affecting their operation. That said, water contamination at plugs like the throttle position sensor, idle air controller and other critical ECU signals are still responsible for their fair share of petrol engine breakdowns.

Keeping all your electrical connections clean and tight will go a long way towards keeping the water at bay. While you're inspecting the sealing rubbers at each

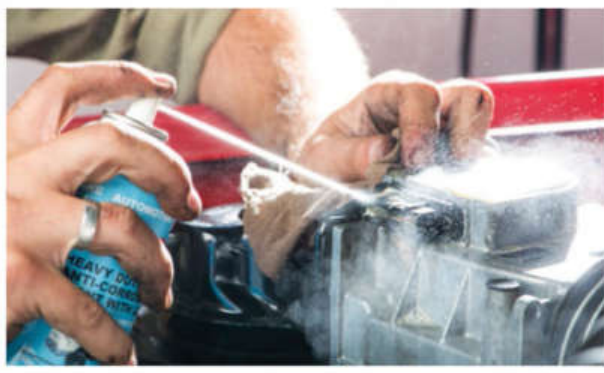
TO SEAL THE LEADS OR NOT?

Spark plug leads are another troublesome area on a petrol engine in a water crossing – particularly those that drop into the top of a rocker cover or cylinder head. Those canyons where the leads hide down inside the centre of the engine are prone to collecting water if the rubber boots are suspect.

In most cases the spark plug leads will be capable of sealing enough when the rubber boots are new but with a bit of age under their belt they can start to give you

grief. Old leads tend to go hard around the boots. The rubber insulation along the length of the leads can also breakdown and create a misfire under load. Throwing a new set of leads on if you notice any hard or brittle rubber boots will help combat any problems head-on.

If you're still having trouble keeping water out, a small bead of high-temp sealant around the plug leads themselves where they on the top of each cylinder lead with do the trick. Don't go overboard with the sealant though. It becomes an absolute nightmare to work on, so steer away from going nuts on areas that you'll need to access when servicing or fault-finding.



connection, grab a can of water dispersant spray and give the plugs a generous coating.

Combined with intact rubber seals, the water dispersant spray will repel moisture but still keep the plugs serviceable if you need to work on them later on. Using sealant on each plug, while effective, will only cause you frustration the next time you have to remove the fiddly plugs and may even result it busting one.



A non-conductive, water resistant spray is your best bet to repel moisture from your engine's electrical

WATER BLINDS

Even reasonably tame water crossings have an uncanny knack of bringing a petrol-powered 4WD undone. Strapping a water blind over the front of your 4WD before a crossing has a number of benefits. By creating a solid bow wave and redirecting the bulk of the water away from the engine bay, it limits just how much gets flooded around the

engine. It can be the difference between making it through successfully and spluttering to a halt in the drink.

Loosening off the fan belts before a crossing, or unplugging the electric fans, will also prevent the cooling fans from spraying the engine bay with water the moment you nose into the river. Even knee deep water can catch the bottom edge of your fan and cover your engine

from top to bottom with water playing havoc on the electrics.

GETTING IT DONE

Punching through deep crossings in your 4WD is a deadest blast and petrol-powered owners shouldn't have to miss out on any of the action. If you do end up finding yourself coming unstuck, it'll pay to familiarise yourself with the critical electrical connections and be ready to dry

them out if the engine isn't playing the game. Your 12V air compressor can come in real handy for drying out wiring connectors.

With these simple tricks though, you'll bush-proof your engine and have it ready to tackle even the most challenging water crossings.

HANDY TIP!

BEFORE TAKING THE PLUNGE

Just before tackling deep water crossings it'll pay to give the electronics another good coating of water dispersant spray. The fresh coating over the top of the wiring and connectors will help combat any water causing the engine to die mid-crossing

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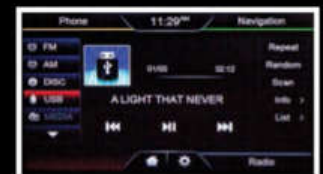
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SPRING^{INTO}ACTION

A well-designed aftermarket suspension system offers plenty of scope for improvement over the compromised factory setup

WORDS AND PHOTOGRAPHY BY JAMIE BENAUD, AUSTRALIANIMAGES.COM.AU

Although factory suspension has improved markedly from the 'bad old days' of saggy leaf springs and fading shock absorbers, mass-produced vehicles are still equipped with suspension systems that are less than optimum in many situations. Toyota can't be sure what percentage of the time a 200 will spend on dirt versus bitumen, what loads it will carry, or what conditions it will operate in. For these reasons, factory suspension is rarely the ideal option for someone who ventures off the blacktop.

There are literally hundreds of different suspension setups available for the 200, so upgrading is far from a one-size-fits-all solution. If you want the right setup for your vehicle, you need to sit down and honestly consider your vehicle use patterns, front and rear loads, towing and terrain. There's no point buying a suspension system best suited for towing a 3t off-road caravan if 99% of your driving is unladen around the city.



After much consideration, I went for a setup from Tough Dog with their 9-stage adjustable shock absorber setup front and rear. Adjustables allow you to keep the shocks soft for a good ride around town, but quickly dial them up when you head off-road, reducing some of that compromise that's present in factory suspension systems. When it came to choosing spring rates, I went with a heavy-duty spring in the front strut to cope with the additional weight of a bullbar and winch, which I knew I'd be adding soon after fitting the suspension. Choosing the rear springs was more difficult, because variable loads meant whatever the choice, it would be a compromise. Some schools of thought advocate fitting the hardest spring possible so the vehicle can cope with occasional heavy touring loads. But I didn't want to build a vehicle that was uncomfortable 90% of the time, just so it would be ideal for the other 10%. So I went with the standard rate springs, designed for variable loads up to about 300kg, with a plan to add some helper airbags for those times when the vehicle was loaded up for a trip. More about airbags next month.

As with all the accessories for the 200 so far, I decided to fit the suspension system myself. I'd installed suspension on several previous vehicles with live axles, but this seemed like a good opportunity to familiarise myself with the operation of both the 200's independent front end and Toyota's Kinetic Dynamic Suspension System (KDSS).



An aftermarket kit adds nicely to ground clearance, and helps reduce the 'nose-down' attitude of the 200.



Loosening (instead of removing) the upper balljoints is the safest method of installing new struts.

Thanks to the pre-assembled front struts, the installation proved to be only slightly more difficult than a typical live axle vehicle, and certainly easier than a torsion bar setup. Even without access to a hoist, the whole job took less than a day and could

be completed by anyone with a reasonable level of mechanical aptitude. Perhaps the trickiest part of the installation turned out to be rebalancing the KDSS system to remove a lean that developed following the install. If you've got a leaning KDSS-equipped 'Cruiser, then check out the project 200 website for the details on fixing the problem.

In next month's column, I'll continue with the vehicle's suspension system, covering the addition of helper airbags to effectively manage variable loads.

If your 'Cruiser has KDSS, then the 'shutter valves' need to be released and tightened whenever you make suspension modifications.



FIND OUT MORE!

Want to know more about upgrading the suspension in your 200? Scan the QR code to visit www.project200.com.au!



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TOTAL DESPAIR

It's the age old story of the minority ruining it for the rest of us

WORDS AND PHOTOGRAPHY BY VIC WIDMAN

I have written about this before and no doubt I will have to write about it again, but I have to say I am getting to total exasperation point with the way some of our fraternity are totally stuffing it for the rest of us.

A recent trip into one of our best 4WD locations on a long weekend demonstrated yet again that those of us who love off-road touring and doing the right thing are going to have our leisure and pleasure taken away by the maniacal and stupid minority.

Here I was driving down a fire trail, narrow with overhanging vegetation, the occasional protruding branch, eroded rut, rocky outcrop with a tree route or two thrown in; in other words a 4WD track. Suddenly around one of the many blind bends I am confronted by another 4WD - nothing odd about that except that this numb nut had his kids on the roof rack!

Honestly, they got up Michael Jackson for dangling his kid out a window, what difference is there with having your two kids on a roof rack as you negotiate a fire trail? In case you were wondering, no, they weren't restrained, just hanging on for dear life. The driver waved and smiled - you flaming idiot!

So we settle into our camp beside a beautiful river, this is a long valley with lots of sensational camp sites in a national park, plenty of level and grassed sites make this a popular spot. So at about 9pm we hear the roaring of a V8 motor and up the valley can see the headlights of said vehicle circling around and around. I will jump to a conclusion now and say that the half-tanked driver proceeded to do about five full donuts on the level grassed camp ground, digging it up like no-one's business. I assume he was half-full because surely any sane person unaffected by alcohol would not desecrate such a beautiful place like this?

Earlier that afternoon we witnessed another group of so called nature loving 4WDers drag no less than four large dead trees out of the bush with their vehicles, that night they had the Mother of all camp fires.



Flames rose 30 feet into the air at least. The four blokes who all spread their swags out under their awning off the side of their 4WD were seen the next morning still sleeping off the effects of the previous night, under the gaping hole that had been burnt in the roof of their awning! I kid you not!

We also found one of our vehicles had been tampered with during the night with a forced entry, so now we have got to the point where going camping over a long weekend in your favourite location is getting downright dangerous and costly.

Of course this is in a National Park whose primary focus is protection of the environment, so how do you think some of these actions will go down? They have had continual problems in this area and it is only through luck now that this Park has not gone the way of most others and been closed down for good. But it can't be far off. I know the rangers well and they are in despair too as to what to do, they have resorted to placing hidden cameras in their park to try to catch these lunatics, but we all know that the ones they do get will only cop a slap on the wrist, given our weak judicial system.

The scary part of all of this is, we share the roads and our community with people who

think the above is okay, and think I'm the one with the problem, just another silly old bugger! Told you I was at exasperation point.

Vic Widman



Vic Widman has been in the business of 4WD driver training and leading 4WD tag-along tours for over 30 years. Vic has trained in excess of 20,000 people in the art of 4WDing and provides corporate 4WD training to many of the country's leading commercial and government organisations.

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THE **BEST** PREPARATION

Here's why you need to change your diesel's engine filter prior to every trip

WORDS BY ANDREW LEIMROTH, PHOTOS BY OVERLANDER 4WD

How many times have you heard of people getting stuck with dirty fuel on a trip? I'm sure lots of times, but has the dirty fuel really been from that outback fuel station?

Technology in modern diesels is getting up there with that involved in early space travel when you compare it to the engines of times gone by. So too have the costs of repairs and parts. Fuel filtration on modern common rail diesels has become better and better with nearly all mainstream diesel 4WDs having various sensors installed on the original fuel filter system to take care of alarming the driver to water in the diesel or a restrictive filter. This all works well in a laboratory, but would you call the Canning Stock Route a laboratory? Well you might feel like a lab rat if you get stuck there. With these many sensors comes the manufacturers' belief in themselves that they are always 'right' and that these sensors will alert you to trouble so you can just pop into a dealer for a new filter. Most manufacturers handbooks tell the operator to 'wait until the filter light comes on' before changing the fuel filter. Huh? Back to the Canning Stock Route and there is no dealership within 1000km of you, let alone one carrying the filter you might need. So it's over to you as the owner to take control and make sure your diesel 4WD is prepared for your next trip.



My advice as always is to start the trip in good order with clean filters. Let's look at an example as to why. You start a trip and leave your suburban home with a filter in fair serviceable condition at 60% blocked capacity. You drive through the outback getting various fuel fills and in one tank you get contaminated fuel taking your already half blocked filter over the edge and you get stuck. If you had started the trip with a clean filter that contamination would have only half blocked your filter allowing you to continue. Filters are there to catch the bad stuff and given half a chance will work well throughout a trip.

Just remember that it is actually very rare that people get stuck solely from poor quality outback fuel. It's usually because they headed off on a trip unaware of what was already in their fuel filter. The best cure is always prevention, and that means going to your Diesel Expert to get your diesel 4WD in top trip condition.

Andrew Leimroth

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BIG IFS LIFTS

Save your CVs, here's what you need to know when lifting an IFS 4WD

WORDS BY BRAD GREEN, PHOTOGRAPHY BY OVERLANDER 4WD



With more and more vehicles being equipped with independent suspension, it's time we look at the right ways to raise an IFS 4WD all the while ensuring it's reliable off-road.

Here's a snapshot of the hurdles you're likely to encounter if you simply fitted taller springs and shocks, plus how to get around each one;

- | | |
|--------------------------------|---|
| • Broken CVs | Ensure CV angles remain horizontal |
| • Ball joint failure | Upgraded control arms and ball-joints |
| • Bent steering arms | Upgrade to heavy-duty control arms |
| • Decreased down travel | Fit a diff drop kit and upgrade control arms |
| • Increased tyre wear | Rectify and maintain correct wheel alignment |

Most CV breakages occur when the joint is at full stretch under load, or if a tyre comes crashing back to earth while the engine's at full noise; two very common traits of IFS 4WDs. Both these scenarios place massive load on the internal cage within the CV joint, often cracking the bell of the CV joint. While you can go down the road

of heavy-duty chromoly CVs, it's usually better (and cheaper) to fix the cause of the problem - the suspension setup itself.

For instance, fitting diff drop brackets for lifts greater than 2 inches should be considered mandatory. A diff drop kit spaces the diff down from the sub frame, returning CV angles to a safer horizontal position once taller springs and shocks have been fitted. On face value it might seem like you're decreasing your under diff clearance, but in actual fact you're simply returning it to factory height. A diff drop kit allows you to run a taller lift kit without risking your CVs, so you can in turn fit bigger tyres. At this point it's important to remember that the only way to increase diff clearance on any 4WD (bar shaving the diff or fitting portals) is to fit larger tyres.

With a big lift, you'll also need to address changes in camber angles by fitting longer control arms. Longer control arms push the bottom of the wheel out further, bringing camber back to factory angles. Many replacement control arms are also stronger than factory arms, offering additional strength to the entire front end. Ball joint spacers are another method of restoring camber angles, and while they offer adjustment and strength to the ball joint itself, they won't increase the strength of the arm itself.

Body lifts could be another consideration if your 4WD still utilises a conventional ladder-frame chassis. While there are mixed opinions on the safety and legalities, and yes - body lifts

won't work with many new vehicles - body lifts are a cost-effective way to make room for those larger tyres without affecting your CV angles.

Body lifts have their benefits when working in conjunction with smaller suspension lifts. For instance, a 4WD with a torsion bar front end can only be raised about 2 inches before you start cutting into your available wheel travel. Let's say, with a 2in lift you may be able to fit 31 tyres. By also fitting a body lift of 2 inches, you'll then be able to upgrade to 33s without adversely affecting suspension performance.

And the last piece of the puzzle is a wheel alignment. Every time the ride height is altered, your steering geometry changes. Whether you feel it or not, incorrect wheel alignment will adversely affect vehicle handling, braking and cornering, not to mention it will chew through set of rubber in a very short space of time. A 4WD wheel alignment in conjunction with quality adjustable suspension components will ensure your big-lifted 4WD is safer, more predictable and reliable on and off the road.

Brad Green

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SKILLS **UPGRADE**

A recent incident is the perfect reminder of why 4WD driver training is so important

WORDS BY JOHN EGGENHUIZEN, PHOTOS BY OVERLANDER 4WD



A recent 4WD mishap involving a young 17 year old lad with his vehicle stuck in a mud hole in the outer suburbs of Sydney once again shines the spotlight on why it is so very important that anyone who uses 4WD recovery gear should be well trained in its use. The lad was being recovered by a Good Samaritan who responded to a Facebook request for help, resulting in the 17 year old being hit in the head by part of the recovery system, either a shackle or part of the recovery vehicle.

This time it was a little closer to us, as my nephew is great mates with this blokes brother, and the word is that this lad is going to need intense medical support for quite a while. Thankfully he survived the incident. But in the past there have been similar incidents where unfortunately people have died.

I have been very fortunate in my life, I have conducted training for the past 30 years, subjects including torpedoes, navigation, anti-submarine missiles, explosives, mine warfare systems, handling off-road vehicles, vehicle recovery systems and driving in a variety of different terrain types around the world. Because of this I see great value in continually improving my skills, being taught by the best so that I may in turn deliver the best training, and

so it is with 4WD training.

Now and for the past 19 years, together with my wife Julie, I own and operate one of the largest and most respected 4WD training companies in Australia with training venues and instructors in each state. We conduct a significant amount of 4WD training each year, but it is only a drop in the ocean compared to the amount of 4WD vehicles that are out there.

At last count there are around 10 companies around Australia that I would consider provide quality 4WD training, and all of us combined still don't provide training for anywhere near the number of 4WD owners out there.

Participating in 4WD training is an enlightening experience; it is fun, educational, and a great experience that can be shared by the whole family. It arms you with useful knowledge that will stand you in good stead whenever you are confronted with any variety of different terrain types.

We openly encourage the participation of each of the drivers of a particular vehicle, in some instances this can lead to a bit of healthy competition between partners, husbands and wives etc - it certainly does in my household. Even my kids get in on the act nowadays, they have all grown up and have families of their own but they really enjoy getting out in the bush,

knowing that they are competent enough to deal with a variety of 4WD situations.

I love training, and so do all of my instructors, we get a real buzz out of seeing what we call "the light bulb moments". It doesn't matter if it is 4WD training, First Aid, chainsaw or towing, my instructors and I really enjoy what we do and I suppose that is reflected by the way our business has grown over the years with so many very satisfied clients.

I would strongly urge anyone who owns a 4WD vehicle to participate in training, it is a small investment and has the potential to pay big dividends, give you lots of great times and best of all keep you safe.

Whether you train with our company or any of the other reputable companies out there, it doesn't matter, as long as you do some training. Anything to keep you safe and prevent another headline accident.

CONTACT

Got a question you want to ask John? He's always keen to help! Email him at john@getabout.edu.au.

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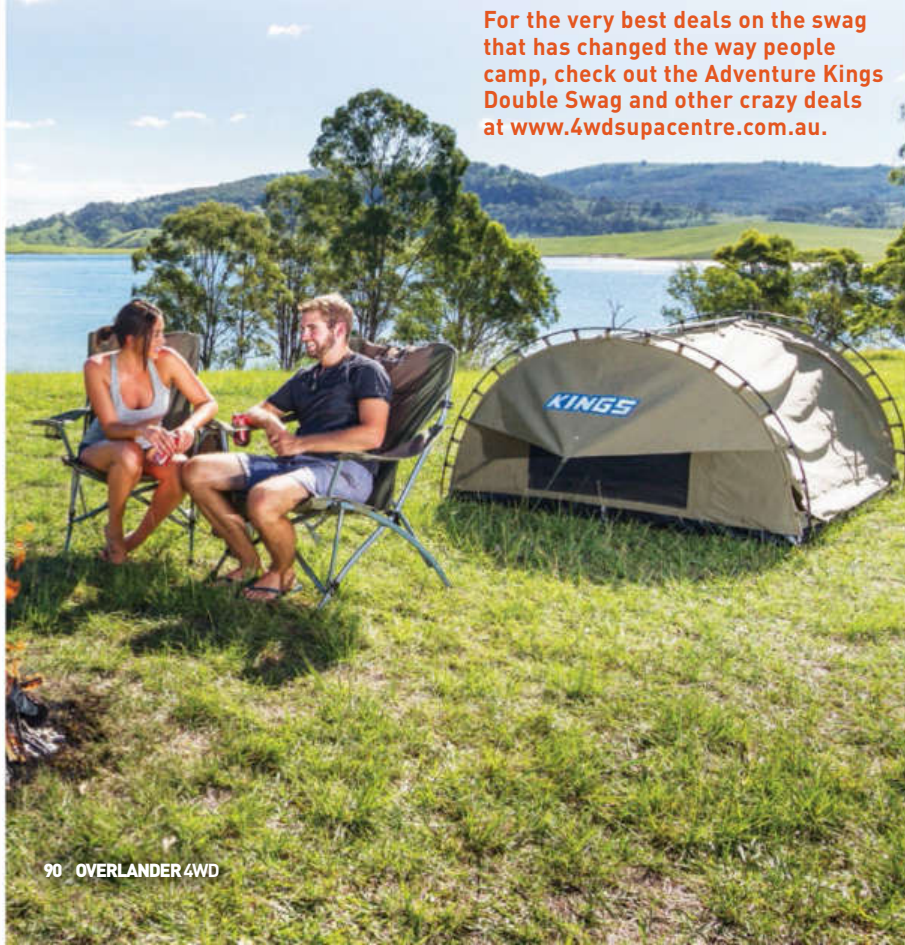
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The App-Lantern by Dorcy is available from Anaconda or from their online store at www.dorcupacific.com.au.

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FORD RANGER										
 The new Ranger, with a 2.2L or 3.2L turbo-diesel engine, packs plenty of innovation into a rugged package. The larger engine is the pick, producing 147kW and 470Nm. It has a 3500kg braked towing capacity. The quiet engine and Dynamic Stability Control give the Ranger great on-road manners; and off-road it is excellent. An optional factory rear diff is available on upper-spec models.										
XL 2.2 C/CHAS	2198	DT4	6 M	80	8.1	110/375	750/3500	1762	1436	\$38,390
XL 2.2 CREW C/CHAS	2198	DT4	6 M	80	8.9	110/375	750/3500	1909	1291	\$42,890
XL 2.2 CREW C/CHAS	2198	DT4	6 A	80	9.2	110/375	750/3500	1909	1291	\$44,890
XL 2.2 CREW CAB UTE	2198	DT4	6 M	80	8.1	110/375	750/3500	2034	1166	\$43,890
XL 2.2 CREW CAB UTE	2198	DT4	6 A	80	9.4	110/375	750/3500	2034	1166	\$45,890
XL 3.2 C/CHAS	3198	DT5	6 M	80	8.9	147/470	750/3500	1795	1405	\$40,890
XL 3.2 C/CHAS	3198	DT5	6 A	80	9.2	147/470	750/3500	1795	1405	\$42,890
XL 3.2 SUPER C/CHAS	3198	DT5	6 M	80	8.9	147/470	750/3500	1870	1330	\$43,390
XL 3.2 SUPER CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2018	1182	\$44,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2068	1132	\$46,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2068	1132	\$48,390
XL 3.2 SUPER CAB UTE	3198	DT5	6 M	80	8.9	147/470	750/3500	2095	1105	\$50,890
XL 3.2 SUPER CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2095	1105	\$52,890
XL 3.2 DUAL CAB UTE	3198	DT5	6 M	80	9.4	147/470	750/3500	2159	1041	\$53,390
XL 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.2	147/470	750/3500	2159	1041	\$55,390
WILDTRACK 3.2 DUAL CAB UTE	3198	DT5	6 M	80	9.4	147/470	750/3500	2200	1000	\$57,390
WILDTRACK 3.2 DUAL CAB UTE	3198	DT5	6 A	80	9.6	147/470	750/3500	2200	1000	\$59,390

GREAT WALL V-SERIES

 Great Wall's dual-cab V200 and V240 are available in dual cab or single-cab/chassis configuration. The V200 has the 2.0L turbo-diesel; the V240 has a 2.4L petrol.										
V240 C/CHAS	2378	4	5 M	70	10.7	100/200	750/1900	1507	1320	\$20,990
V240 DUAL CAB UTE	2378	4	5 M	70	10.7	100/200	750/2250	1780	1000	\$25,990
V200 C/CHAS	1996	DT4	6 M	70	8.3	105/310	700/1700	1707	1180	\$22,990
V200 DUAL CAB	1996	DT4	6 M	70	8.3	105/310	750/2000	1835	1000	\$27,990

GREAT WALL X-SERIES

 Based on the V200/V240 platform, the X200 and X240 are the cheapest dual-range-equipped 4WD wagons on the market. The X-Series have the same engines as the V-Series. This is a well-equipped vehicle for the price.										
X240 4D WAGON	2378	4	5 M	-	10.4	100/200	-	1830	475	\$23,990
X200 4D WAGON	1996	DT4	6 M	70	8	105/310	700/1700	1890	660	\$26,990
X200 4D WAGON	1996	DT4	5 A	70	9.2	105/310	700/1700	1890	660	\$28,990

HOLDEN COLORADO

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DX C/CHAS	2776	DT4	5 M	76	8.1	132/440	750/3500	1793	1307	\$34,990
LX C/CHAS	2776	DT4	6 A	76	9.1	132/470	750/3500	1798	1302	\$37,990
LX SPACE C/CHAS	2776	DT4	6 A	76	8.1	132/470	750/3500	1907	1190	\$42,490
LX CREW CAB P/U/P	2776	DT4	5 M	76	7.9	132/440	750/3500	2019	1080	\$44,490
LX CREW C/CHAS	2776	DT4	6 A	76	9.1	132/470	750/3500	1910	1090	\$44,990
LX CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2019	1090	\$46,490
LT CREW CAB P/U/P	2776	DT4	5 A	76	7.9	132/440	750/3500	2007	1090	\$45,490
LT CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2007	1090	\$47,490
LTZ SPACE CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2034	1066	\$49,490
LTZ CREW CAB P/U/P	2776	DT4	5 M	76	7.9	132/440	750/3500	2056	1040	\$49,990
LTZ CREW CAB P/U/P	2776	DT4	6 A	76	9.1	132/470	750/3500	2056	1040	\$51,990

ISUZU D-MAX

 The new Isuzu D-MAX has a powerful and fuel-efficient 3.0-litre turbo-diesel and has more safety features as standard - including dual front, side and curtain airbags, Anti-lock Brake System and Electronic Brakeforce Distribution - than ever before. There's also Electronic Stability Control and Traction Control systems, plus Brake Assist. This is a great all-round package.										
EX C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$33,400
LS-M HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$44,000
LS-M HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$46,200
SX HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$42,000
SX HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$44,200
LS-TERRAIN HI-RIDE CREW	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$49,500
LS-TERRAIN HI-RIDE CREW	2999	DT4	4 A	76	8.1	130/380	750/3500	-	-	\$51,700
LS-U HI-RIDE SPACE CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$43,700
LS-U HI-RIDE SPACE CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$45,900
LS-U HI-RIDE CREW CAB	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$45,500
LS-U HI-RIDE CREW CAB	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$47,700
SX C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$36,490
SX C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$38,600
SX SPACE C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$39,100
SX SPACE C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$41,300
SX CREW C/CHAS	2999	DT4	5 M	76	8.3	130/380	750/3500	-	-	\$43,100
SX CREW C/CHAS	2999	DT4	5 A	76	8.1	130/380	750/3500	-	-	\$45,500

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	KW/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
ISUZU MU-X										
 The MU-X is Isuzu's first offer in the 4WD wagon market and follows on from the success of the D-MAX. With three models and two transmissions and a 3.0L turbo-diesel engine on offer, the MU-X is a surprisingly off-road capable, but family-friendly touring option.										
LS-M	2999	DT4	5 A	65	8.4	130/380	750/3000	2000	750	\$47,800
LS-M	2999	DT4	5 M	65	8.4	130/380	750/3000	2000	750	\$45,600
LS-T	2999	DT4	5 A	65	8.4	130/380	750/3000	2060	690	\$53,500
LS-U	2999	DT4	5 A	65	8.4	130/380	750/3000	2040	710	\$49,300
LS-U	2999	DT4	5 M	65	8.4	130/380	750/3000	2040	710	\$47,100

JEEP CHEROKEE

 Four variants, three off-road systems and two engines mean there's a Cherokee for every purpose - even some pretty serious off-roading. The Jeep Cherokee has raised the bar when it comes to transmissions by equipping the entire model range with a first-in-segment nine-speed automatic as standard.										
LONGITUDE	3239	V6	9 A	60	10.0	200/316	470/2200	1795	-	\$39,000
LIMITED	3239	V6	9 A	60	10.0	200/316	450/2200	1806	-	\$44,000
TRAILHAWK	3239	V6	9 A	60	10.0	200/316	2450/2200	1936	-	\$47,500

JEEP GRAND CHEROKEE

 New Grand Cherokee is a significant departure from previous models as it has a fully independent suspensions system. Available with a 3.0L turbo-diesel V6, 3.6L petrol V6 and 5.7L petrol V8. The SRT 8 has a monster 6.4L petrol V8 with a price tag to match.										
JET	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$46,500
LAREDO	2987	DTV6	5 A	93.5	8.3	177/550	750/2268	2191	760	\$50,000
LAREDO	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$45,000
LIMITED	2987	DTV6	5 A	93.5	8.3	177/550	750/2268	2191	760	\$60,000
LIMITED	3604	V6	5 A	93.5	11	210/347	750/2268	2191	760	\$55,000
LIMITED	5654	V8	5 A	93.5	14.1	259/520	750/3500	2191	760	\$60,000
OVERLAND	2987	DTV6	5 A	93.5	8.3	177/550	750/3500	2307	660	\$69,500
OVERLAND	3604	V6	5 A	93.5	11	210/347	750/2250	2280	660	\$65,000
OVERLAND	5654	V8	5 A	93.5	14.1	259/520	750/3500	2307	660	\$69,500
SRT 8	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$76,000
SRT 8 ALPINE	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$81,900
SRT 8 VAPOUR	6424	V8	5 A	91	14.1	344/624	750/2268	2336	612	\$81,900

JEEP WRANGLER 2 DOOR

 The Wrangler was updated with the addition of a 3.6L V6 petrol producing 209kW. This is matched to a 6-speed manual or 5-speed auto. The 2.8L turbo-diesel is still available, with torque boosted to 460Nm. An off-road pack is available on petrol and diesel Sport models.										
SPORT S/TOP	3604	V6	6 M	70	11.4	209/347	750/1600	1855	365	\$32,500
SPORT S/TOP	3604	V6	5 A	70	11.6	209/347	750/1600	1855	365	\$34,500
SPORT S/TOP	2776	DT4	5 A	66	8.6	147/460	750/1600	1975	-	\$39,500
SPORT S/TOP	2776	DT4	6 M	66	8	147/460	750/1600	1975	-	\$38,500
RENEGADE SPORT H/TOP	3778	V6	6 M	70	10.4	146/315	750/1600	1855	-	\$35,000
RENEGADE SPORT H/TOP	3778	V6	5 A	70	11.6	146/315	750/1600	1855	-	\$37,000
RENEGADE SPORT H/TOP	2776	DT4	5 A	66	8.1	147/460	750/1600	1975	-	\$42,000
RENEGADE SPORT H/TOP	2776	DT4	6 M	66	8	147/460	750/1600	1975	-	\$41,000
RUBICON S/TOP	3604	V6	6 M	70	11.4	209/347	750/1600	1885	365	\$43,000
RUBICON S/TOP	3604	V6	5 A	70	11.6	209/347	750/1600	1885	365	\$45,000

JEEP WRANGLER UNLIMITED 4 DOOR



With plenty of internal cabin space thanks to its longer wheelbase, the Jeep Wrangler Unlimited is the most affordable solid-axle 4-door 4WD wagon on the market. It is now available with the newer, more powerful 3.6L V6 in Sport and Rubicon, alongside the older 3.8L V6 in Renegade.

SPORT S/TOP	3604	V6	6 M	85	11.4	209/347	750/2300	2050	-	\$36,500
SPORT S/TOP	3604	V6	5 A	85	11.7	209/347	750/2300	2050	-	\$38,500
SPORT S/TOP	2776	DT4	6 M	85	8.3	147/410	750/2300	2105	-	\$42,500
SPORT S/TOP	2776	DT4	5 A	85	8.8	147/460	750/2300	2105	-	\$43,500
RENEGADE H/TOP	3778	V6	6 M	85	11.4	209/347	750/2300	2050	-	\$39,500
RENEGADE H/TOP	3778	V6	5 A	85	11.7	209/347	750/2300	2050	-	\$41,500
RENEGADE H/TOP	2776	DT4	6 M	85	8.3	147/410	750/2300	2105	-	\$45,500
RENEGADE H/TOP	2776	DT4	5 A	85	8.8	147/460	750/2300	2105	-	\$46,500
RUBICON S/TOP	3604	V6	6 M	85	11.8	209/347	750/2300	2080	-	\$47,000
RUBICON S/TOP	3604	V6	5 A	85	11.9	209/347	750/2300	2080	-	\$49,000

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
LAND ROVER DEFENDER										
	The Defender is very capable off-road, and surprisingly good on-road thanks to its frugal and adequately powerful turbo-diesel engine but it still feels and drives like a truck. Recently expanded range offers nine models on three different wheelbases. A 2.2L turbo-diesel joined the 2.4L in 2012.									
90	2179	DT4	6M	60	10	90/360	750/3500	1815	935	\$44,990
110 2D HARDTOP	2179	DT4	6M	75	11	90/360	750/3500	2014	1010	\$46,690
110 CREW CAB P/UP	2179	DT4	6M	75	11	90/360	750/3000	1940	1110	\$49,690
110 HCPU P/UP	2179	DT4	6M	75	11.1	90/360	750/3000	1660	1410	\$48,190
110 4D WAGON	2179	DT4	6M	75	11	90/360	750/3500	2014	1010	\$49,690
130 C/CHAS	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$48,690
130 CREW C/CHAS	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$52,690
130 HCPU CREW CAB P/UP	2179	DT4	6M	75	11	90/360	750/3500	2120	1380	\$54,190

MAHINDRA PIK-UP

	The Pik-Up is a relatively modern design that performs well and appears to be well built. The four-model Pik-Up range (ute or cab-chassis with single or double cabs) all have turbo-diesel power and part-time, dual-range 4WD. Lots of metal for your money. *Prices are drive-away.									
C/CHAS	2179	DT4	5M	80	9.1	85/270	750/2500	2090	1060	\$26,499
2D UTE	2179	DT4	5M	80	9.1	85/270	750/2500	2090	1060	\$27,499
DOUBLE C/CHAS	2179	DT4	5M	80	9.1	85/270	750/2500	2150	1000	\$29,999
DUAL CAB UTE	2179	DT4	5M	80	9.1	85/270	750/2500	2150	1000	\$30,499

MAZDA BT50

	The new BT-50 rattled the dual-cab cage with a powerful 3.2L turbo-diesel engine and car-like refinement. The exterior styling has divided the 4WD community but this Mazda's rugged off-road ability, 3.35 tonne towing capacity, and 8.9L/100km fuel consumption make it a worthy candidate for a great work and play ute. Styling aside, it's almost identical to the Ranger, only more affordable.									
XT C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1789	1411	\$36,810
XT FREESTYLE C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1857	1343	\$40,740
XT DUAL C/CHAS	3196	DT5	6M	80	8.9	147/470	750/3500	1929	1271	\$42,740
XT DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2044	1156	\$44,240
XT DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2044	1156	\$46,240
XTR FREESTYLE UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2037	1163	\$46,890
XTR DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2086	1114	\$48,890
XTR DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2086	1114	\$50,890
GT DUAL CAB UTE	3196	DT5	6M	80	8.9	147/470	750/3500	2095	1105	\$51,140
GT DUAL CAB UTE	3196	DT5	6A	80	9.2	147/470	750/3500	2095	1105	\$53,140

MERCEDES-BENZ G

	The Mercedes Benz G-Class or G-Wagen remains stylistically similar to versions that rolled off the production line in 1979. Current-spec G-Wagen is available to Australians, with a 3.0-litre turbo-diesel V6 and a supercharged 5.4 litre petrol V8.									
350	2987	DTV6	7A	96	11.2	155/540	-	2458	700	\$161,180
55 AMG	5439	SV8	5A	96	15.9	373/700	-	2471	620	\$216,730

MITSUBISHI CHALLENGER

	New-gen Challenger is based on the MN model Triton but has a coil-sprung rear live-axle instead of a leaf-sprung rear axle. All models have the same 2.5L four-cylinder turbo-diesel but only the base model has a five-speed manual. Other models have the five-speed auto as offered in top-spec Triton. All models get Mitsubishi's Super Select 4WD system and electronic traction and stability control. A seven-seat option is available for the base LS. Towing capacity is 3000kg.									
CHALLENGER 30th ANNIV.	2477	DT4	5M	70	8.3	131/400	750/2500	2051	640	\$41,490
CHALLENGER 30th ANNIV.	2477	DT4	5A	70	9.8	131/350	750/2500	2051	640	\$43,990
CHALLENGER	2477	DT4	5M	70	8.3	131/400	750/2500	2019	691	\$41,490
CHALLENGER	2477	DT4	5A	70	9.8	131/400	750/2500	2029	681	\$43,990
LS (5 SEAT)	2477	DT4	5M	70	8.3	131/400	750/3000	2041	669	\$45,490
LS (5 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2051	659	\$47,990
LS (7 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2106	609	\$49,890
XLS (5 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2059	651	\$55,290
XLS (7 SEAT)	2477	DT4	5A	70	9.8	131/350	750/3000	2110	606	\$57,190

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
MITSUBISHI PAJERO										
	The NW Pajero is still the only serious Japanese 4WD to use fully independent suspension and monocoque construction. It has class-leading on-road dynamics and excels in the bush. Excluding the Exceed 3.8L V6, petrol engines have been dropped from the range in favour of the updated 3.2L turbo-diesel: 147kW and 441Nm. A minor facelift and improved safety features are the only other main features of the new NW.									
EXCEED LWB	3200	DT4	5A	88	9	147/441	750/3000	2347	683	\$73,990
EXCEED LWB	3828	V6	5A	88	13.5	184/329	750/3000	2250	670	\$71,490
GLX-R LWB	3200	DT4	5A	88	9	147/441	750/3000	2314	716	\$58,990
GLX-R LWB	3200	DT4	5M	88	8.4	147/441	750/3000	2324	706	\$55,990
VR-X LWB	3200	DT4	5A	88	9	147/441	750/3000	2325	706	\$63,990
VR-X LWB	3200	DT4	5M	88	9	147/441	750/3000	2325	706	\$60,990
GLX LWB	3200	DT4	5A	88	9	147/441	750/3000	2273	750	\$53,990
GKX LWB	3200	DT4	5M	88	8.4	147/441	750/3000	2283	740	\$50,990

MITSUBISHI TRITON

	The Triton has a 2.5L turbo-diesel with more power and torque than the outgoing 3.2L diesel. While a five-speed manual is standard, a four-speed auto (+\$2000) is optional on GLX and GL-R double cabs; the GLX-R gets an optional (+\$3000) five-speed auto. The GLX-R also gets Super-Select 4WD; other models have part-time 4WD. Side airbags, and electronic traction and stability control are available.									
GLX C/CHAS	2477	DT4	5M	75	9.1	131/400	750/3000	1810	1120	\$33,990
GLX CLUB CAB UTE	2477	DT4	5M	75	8.1	131/400	750/2700	1873	1057	\$38,240
GLX DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1905	1025	\$40,990
GLX DOUBLE CAB UTE	2477	DT4	4A	75	9.9	131/350	750/3000	1905	1025	\$42,990
GL-R DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1920	1010	\$43,990
GL-R DOUBLE CAB UTE	2477	DT4	4A	75	9.9	131/350	750/3000	1920	1010	\$45,990
GLX-R DOUBLE CAB UTE	2477	DT4	5M	75	9.1	131/400	750/3000	1920	1010	\$45,740
GLX-R DOUBLE CAB UTE	2477	DT4	5A	75	9.9	131/350	750/3000	1920	1010	\$48,240

NISSAN PATHFINDER

	The R52 Pathfinder moves even further away from a genuinely capable 4WD than it's fully independent predecessor did. It's a clear step towards modernity in design, and offers a more car-like performance and amenity.									
ST (4x4)	3498	V6	CVT	73	10.2	190/325	750/2700	1985	730	\$44,490
ST-L (4x4)	3498	V6	CVT	73	9.9	190/325	750/2700	2025	690	\$54,490
Ti (4x4)	3498	V6	CVT	73	9.9	190/325	750/2700	2065	650	\$65,090

NISSAN PATROL Y61

	Despite facelifts and dropping all engines bar the 3.0L common-rail turbo-diesel the Nissan Patrol GU remains largely the same vehicle since 1997. The Patrol's chassis is as tough and durable as they come and formidable off road but the engine is not state of the art.									
ST COIL C/CHAS	2953	DT4	5M	175	12.5	118/380	750/3200	2009	1140	\$55,050
ST 4DR WAGON	2953	DT4	5M	125	10.9	118/380	750/3200	2450	580	\$57,390
ST 4DR WAGON	2953	DT4	4A	125	11.8	118/354	750/2500	2450	580	\$60,390
DX 4DR WAGON	2953	DT4	5M	125	10.9	118/380	750/3200	2360	670	\$53,890
DX 4DR WAGON	2953	DT4	4A	125	11.8	118/354	750/3200	2360	650	\$56,890

NISSAN PATROL Y62

	Launched in late 2012 the Y62 Patrol is the Nissan's latest generation 4WD. With independent suspension and a plethora of high-tech driving aids it performs well. However, the decision to only launch a petrol engine in Australia has hurt long-term sales. Fans eagerly await a hinted-at diesel variant.									
Ti 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2800	700	\$92,850
Ti-L 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2829	670	\$113,900
ST 4DR WAGON	5552	V8	7A	140	14.5	298/560	750/3500	2739	760	\$82,200



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BUYER'S GUIDE

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
NISSAN NAVARA										
	With the release of the all new NP300 Navara, Nissan still offer three generations of Navara side by side for the time being, although the D22 is being run out, and the D40 is assumed to be not far behind. The new NP300 offers a 2.3L turbo diesel engine with improved power and torque figures as well as vastly superior fuel economy. The option of a six speed manual or even speed auto is also a big improvement. The improvements don't stop there, however, as the brake towing capacity has been increased to 3500kg, making the NP300 a very attractive proposition to any potential dual cab ute owner.									
D22 SERIES 5 DX C/CHAS	2488	DT4	5 M	75	9.1	98/304	750/2800	1723	-	\$33,490
D22 SERIES 5 ST-R DUAL CAB	2488	DT4	5 M	75	9.2	98/304	750/2800	1823	-	\$33,990
D40 RX C/CHAS	2488	DT4	6 M	80	9.3	106/356	750/3000	1630	1230	\$35,190
D40 RX KING C/CHAS	2488	DT4	6 M	80	9.8	126/403	750/3000	1751	1110	\$40,290
D40 RX KING C/CHAS	2488	DT4	5 A	80	10.5	126/403	750/3000	1751	1110	\$42,590
D40 ST-X KING C/CHAS	2488	DT4	6 M	80	9.8	126/406	750/3000	1769	1090	\$42,450
D40 ST-X KING DUAL CAB	2488	DT4	6 M	80	9.8	126/403	750/3000	1921	940	\$43,790
D40 ST-X KING C/CHAS	2488	DT4	5 A	80	10.5	126/403	750/3000	1769	1090	\$46,060
D40 ST-X KING DUAL CAB	2488	DT4	5 A	80	10.5	126/403	750/3000	1921	940	\$47,790
NP300 RX	2298	DT4	6 M	80	6.6	120/403	750/3500	1823	1087	\$39,900
NP300 RX	2298	DT4	7 A	80	7.1	120/403	750/3500	1823	1087	\$42,490
NP300 ST	2298	DT4	6 M	80	6.5	140/450	750/3500	1865	-	\$45,890
NP300 ST	2298	DT4	7 A	80	7	140/450	750/3500	1865	-	\$48,490
NP300 ST-X	2298	DT4	6 M	80	6.5	140/450	750/3500	1921	-	\$51,990
NP300 ST-X	2298	DT4	7 A	80	7	140/450	750/3500	1921	-	\$54,490

RANGE ROVER SPORT

	Based on the Discovery 4, the Range Rover Sport is available with several engine options including the 3.0L turbo-diesel V6, as well as a 5.0L petrol V8, with a supercharged variant. Offering unparalleled road handling, as well as being very capable off-road thanks to Land Rover's Terrain Response System, the Sport offers the best of both worlds in one package.									
3.0 TDV6 SE	2993	DTV6	8 A	80	7.3	190/600	750/3500	2052	900	\$100,400
3.0 SDV6 SE	2993	DTV6	8 A	80	7.5	190/600	750/3500	2052	900	\$111,200
3.0 SDV6 HSE	2993	DTV6	8 A	80	7.5	215/600	750/3500	2052	900	\$123,400
3.0 V6 SC HSE	2995	SV6	8 A	105	11.3	250/450	750/3500	2059	900	\$122,700
3.0 SDV6 AUTOBIOGRAPHY	2993	DTV6	8 A	80	7.5	215/600	750/3500	2052	900	\$140,600
5.0 V8 SC HSE	4999	SV8	8 A	105	13.8	375/625	750/3500	2265	900	\$161,200

RANGE ROVER VOGUE

	The Range Rover Vogue has the new 4.4-litre twin-turbo V8 diesel that claims 230kW but, more impressively, a massive 700Nm on tap from as low as 1500rpm and doesn't abate until 3000rpm. This new engine is mated to the same eight-speed ZF gearbox as in the 2010 update of the BMW X5. The two petrol V8s, one with a supercharger, are carried over unchanged and are still mated to the 6-speed ZF box.									
5.0 V8	5000	V8	6 A	105	14	276/510	750/3500	2615	490	\$158,100
TdV8	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$160,500
5.0 V8 SILVER	5000	V8	6 A	105	14	276/510	750/3500	2615	490	\$161,400
5.0 V8 BLACK	5000	V8	6 A	105	14	276/510	750/3500	2615	490	\$163,300
TdV8 SILVER	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$163,800
TdV8 BLACK	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$165,700
LUXURY TdV8	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$184,200
LUXURY V8 SC	5000	SV8	6 A	105	14.9	375/625	750/3500	2710	490	\$202,100
AUTOBIOGRAPHY TdV8	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$214,300
AUTOBIOGRAPHY SC 5.0 V8	5000	SV8	6 A	105	14.9	375/625	750/3500	2710	433	\$231,800
ULTIMATE SC 5.0	5000	SV8	6 A	105	14.9	375/625	750/3500	2710	433	\$318,000
ULTIMATE TdV8	4367	DTV8	8 A	105	9.4	230/700	750/3500	2710	490	\$300,000

SSANGYONG ACTYON

	Actyon comes as a five-door SUV and a dual-cab ute. Both are built on a separate chassis and feature dual-range gearing, all of which sets the Actyon apart from the crowd. There are also 2WD versions of the ute in Tradie and Sports spec. Base-spec Tradie ute is a cost-effective alternative to mainstream Japanese utes. Optional auto (six-speed on ute, four-speed on SUV) adds \$3000.									
A200 XDi	1998	DT4	5 M	75	7.8	104/310	750/2300	1903	620	\$26,990
A200 XDi	1998	DT4	4 A	75	8.5	104/310	750/2300	1903	620	\$29,990
A200 SPR XDi	1998	DT4	4 A	75	8.5	104/310	750/2300	1903	620	\$34,990
SPORTS TRADIE DOUBLE CAB UTE	1998	DT4	M	75	7.4	104/310	750/2300	1912	830	\$28,282
SPORTS TRADIE DOUBLE CAB UTE	1998	DT4	6 A	75	7.9	104/310	750/2300	1912	830	\$30,782
SPORTS DOUBLE CAB UTE	1998	DT4	6 M	75	7.4	104/310	750/2300	1912	830	\$32,282
SPORTS DOUBLE CAB UTE	1998	DT4	6 A	75	7.9	104/310	750/2300	1912	830	\$34,872
SPORTS SPR DOUBLE CAB UTE	1998	DT4	6 A	75	7.9	104/310	750/2300	1963	830	\$37,742

SUZUKI JIMNY

	The Jimny is the latest in the long line of Suzuki's Tonka-tough midgets and combines live-axle coil-spring suspension, separate chassis and dual-range gearing to offer solid off-road ability. Small size and tiny turning circle make it great in town, but a harsh ride, small 1.3L engine and low gearing make highway work tiresome. But it's very handy off road and a great first off-roader.									
SIERRA 2D	1328	4	5 M	60	7.3	60/110	350/1300	1045	375	\$20,490
SIERRA 2D	1328	4	4 A	60	7.8	60/110	350/1300	1050	370	\$22,490

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
SUZUKI GRAND VITARA										
	The Grand Vitara is available in three- and five-door variants with three different engines, new four and six-cylinder petrols and a four-cylinder turbo-diesel. The new petrols are a welcome addition as the original ones were sub-standard. The five-door model comes with the choice of all three engines; the manual-only diesel is the pick of the bunch. All Grand Vitara models have traction and stability control as standard. This is the class standard-setter.									
2D	2393	4	5 M	55	8.8	122/225	550/1600	1459	410	\$24,990
2D	2393	4	4 A	55	9.6	122/225	550/1600	1459	410	\$26,990
4D	2393	4	5 M	66	8.9	122/225	750/1850	1567	530	\$28,990
4D	2393	4	4 A	66	9.9	122/225	750/1850	1567	530	\$30,990
4D	1870	DT4	5 M	66	6.8	95/300	750/2000	1630	540	\$35,990
SPORTS 4D	2393	4	5 M	66	8.9	122/225	750/1850	1567	530	\$31,490
SPORTS 4D	2393	4	4 A	66	9.9	122/225	750/1850	1567	530	\$33,490
PRESTIGE 4D	2393	4	4 A	66	9.9	122/225	750/1850	1567	530	\$38,990

TOYOTA FJ CRUISER

	Australia received the FJ Cruiser five years later than the US, but since its launch it has proved a brilliant performer off-road. The 200kW 4.0L petrol V6 and low kerb-weight (2000kg) gives it a great power-to-weight ratio, while the factory rear diff-lock and driver aids help maintain progress in the rough. The lack of a diesel variant or manual box will disappoint some, and the retro styling has polarised 4WDers.									
FJ CRUISER	3956	V6	5 A	159	11.4	200/380	750/2250	1955	555	\$46,490

TOYOTA LANDCRUISER PRADO

	The new Prado 150 Series is slightly bigger, heavier and more aerodynamic than the 120 Series but carries over the D-4D diesel engine and five-speed auto and six-speed manual gearboxes, largely unchanged. The petrol V6 does get a power boost over the 120 thanks to variable timing on the inlet and exhaust cams. All five-door models now seat seven. Two three-door models (auto diesel only) offer a 3000kg tow rating as against the five-doors' 2500kg rating. Auto gearbox on lower-spec models adds \$2500.									
SX 2D WAGON	2982	DT4	5 A SEQ	87	8.3	127/410	750/3000	2095	505	\$56,090
ZR 2D WAGON	2982	DT4	5 A SEQ	87	8.3	127/410	750/3000	2145	455	\$67,490
ALTITUDE	3956	V6	5 A SEQ	150	11.5	202/381	750/2500	2250	650	\$68,490
ALTITUDE	2982	DT4	5 A SEQ	150	8.5	127/410	750/2500	2330	660	\$69,490
GXL	3956	V6	6 M	150	13	202/381	750/2500	2250	650	\$60,490
GXL	3956	V6	5 A SEQ	150	11.5	202/381	750/2500	2250	650	\$62,990
GXL	2982	FT4	6 M	150	8.8	127/410	750/2500	2330	660	\$61,490
GXL	2982	DT4	5 A SEQ	150	8.5	127/410	750/2500	2330	660	\$63,990
KAKADU	3956	V6	5 A SEQ	150	11.5	202/381	750/2500	2355	545	\$90,490
KAKADU	2982	DT4	5 A SEQ	150	8.5	127/410	750/2500	2435	555	\$91,490
VX	3956	V6	5 A SEQ	150	11.5	202/381	750/2500	2345	555	\$76,990
VX	2982	DT4	5 A SEQ	150	8.5	127/410	750/2500	2425	565	\$77,990
GX	2982	DTE	6 M	150	8.8	127/410	750/2500	2210	780	\$55,990
GX	2982	DT4	5 A SEQ	150	8.5	127/410	750/2500	2210	780	\$58,254

TOYOTA LANDCRUISER 200 SERIES

	The 200 Series arrived late in 2007 with an updated 4.7L petrol V8 and an all-new twin-turbo diesel V8, in three spec levels but only as an auto. The D-4D V8 is a great engine but attracts a \$10K premium over the petrol. All models are better equipped than 100 Series with KDSS suspension standard on all but D-4D GXL. The 200 is bigger than the 100 and accommodates up to eight in comfort. The 200 is also safer with up to 10 airbags depending on spec. Being safer, more powerful and better equipped than its predecessors, the 200 is also more costly. More affordable GX standard spec has vinyl floors, barn doors and a factory snorkel. The GXL Altitude was our 2011 4WD Of The Year winner.									
GX	4461	DTV8	6 A	138	10.3	195/650	750/3500	2635	715	\$77,490
GXL	4608	V8	6 A	138	13.6	228/439	750/3500	2635	665	\$83,490
GXL	4461	DTV8	6 A	138	10.3	195/650	750/3500	2700	600	\$88,490
ALTITUDE	4664	V8	5 A	138	14.5	202/410	750/3500	2635	665	\$90,490
VX	4608	V8	6 A	138	13.6	228/439	750/3500	2665	645	\$84,490
VX	4461	DTV8	6 A	93	10.3	195/650	750/3500	2720	580	\$99,490
SAHARA	4608	V8	6 A	138	13.6	228/439	750/3500	2665	645	\$113,490
SAHARA	4461	DTV8	6 A	93	10.3	195/650	750/3500	2720	580	\$118,490

TOYOTA LANDCRUISER 76 SERIES

	Some people call it a four-door Troopie, but Toyota's 76 Series wagon uses the body of what was essentially the original 1985 Prado that was never imported into Australia. Powered by Toyota's new gen (at the time) V8 turbo-diesel, the 76 originally filled a gap in Toyota's model range left by the lack of a Standard model 200 Series. Although aimed at the commercial market, the 76 is a great enthusiast's vehicle. The recent upgrade to driver and passenger airbags is a welcome move.									
WORKMATE 4D WAGON	4461	DTV8	5 M	130	11.9	151/430	750/3500	2220	780	\$59,990
GXL 4DR WAGON	4461	DTV8	5 M	130	11.9	151/430	750/3500	2230	770	\$64,290

MODEL	CCs	CYL.	TRANS	FUEL TANK	L/100KM	Kw/Nm	TOWING	KERB WEIGHT	PAY-LOAD	NEW PRICE
TOYOTA LANDCRUISER 78 SERIES										
	Like the 79 Series cab-chassis models and the updated 76 Series wagon, the 78 Series Troop Carrier is powered by Toyota's 4.5L V8 turbo-diesel. With 430Nm available from just 1200rpm it makes the gearbox almost redundant. Basic Workmate model comes with three or 11 seats, while GXL has five seats. Factory diff locks make the 78 virtually unstoppable. A great bush tourer, now even better with driver and passenger airbags.									
WORKMATE 3 SEAT TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2320	980	\$65,790
WORKMATE 11 SEAT TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2320	980	\$66,890
GXL TROOPCARRIER	4461	DTV8	5 M	180	11.9	151/430	750/3500	2335	965	\$67,990

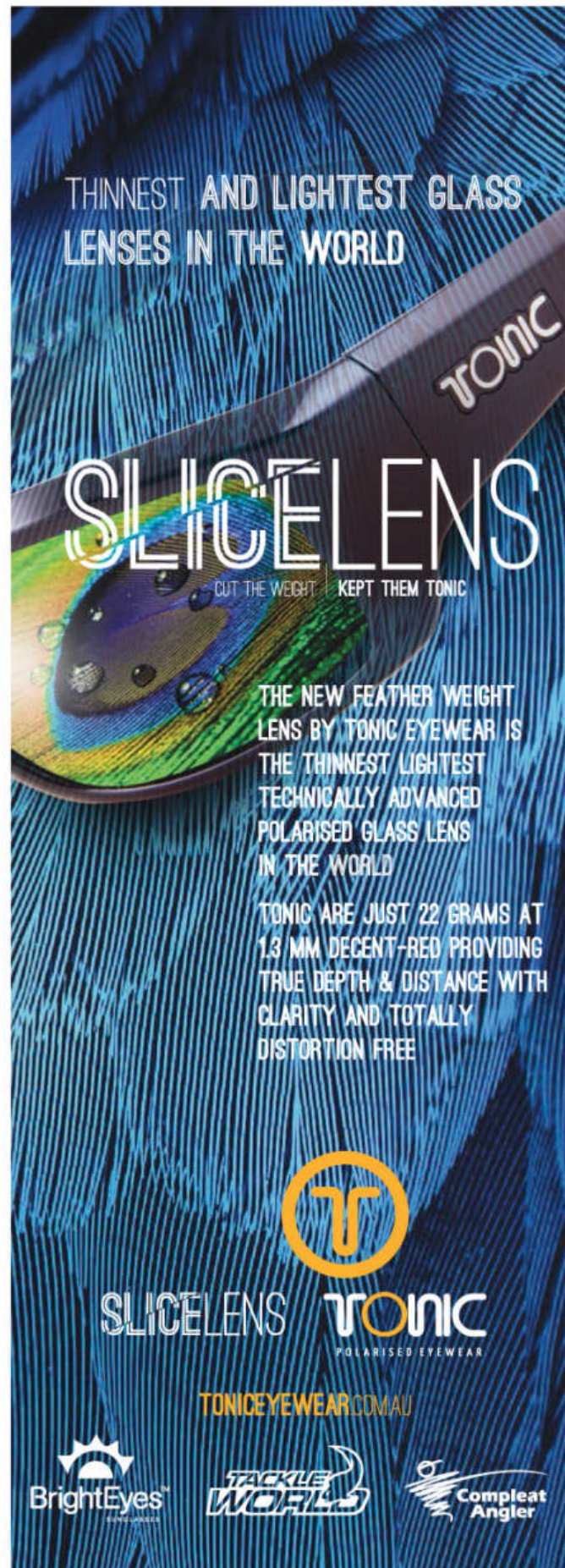
TOYOTA LANDCRUISER 79 SERIES										
	The 'working' LandCruiser has new-gen V8 turbo-diesel power, which will cop service in many Toyotas for years to come; the state of tune will vary within the model range. Recent upgrade has brought a new dashboard with driver and passenger airbags, as well as reach- and height-adjustment on the steering wheel. Optional front and rear diff locks are a great bonus off road.									
WORKMATE C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2045	1250	\$58,790
GX C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2050	1250	\$60,790
GXL C/CHAS	4461	DTV8	5 M	180	11.5	151/430	750/3500	2065	1235	\$62,790

TOYOTA LANDCRUISER DOUBLE CAB										
	The LC70 Double Cab has the same 4.5L V8 turbo-diesel as in the entire 70 series line-up. With an updated interior, ABS, dual front SRS airbags and 4 wheel discs brakes, in GXL guise it has been a hit in the mining community plus with many off-road enthusiasts. With optional front and rear diff locks, it is a solid performer in the bush, however, air-con is still only an option.									
WORKMATE DOUBLE C/CHAS	4461	DTV8	5 M	130	11.9	151/430	750/3500	2205	1100	\$63,990
GXL DOUBLE C/CHAS	4461	DTV8	5 M	130	11.9	151/430	750/3500	2205	1100	\$67,990

TOYOTA HILUX										
	With so many 4WD variants on offer it's no wonder that the Hilux is its segment leader and Australia's best-selling 4WD. There are two engines, a 4.0-litre petrol and a 3.0-litre turbo-diesel, three body styles, single cab, extra cab and double cab, two spec levels, and manual and auto gearboxes. The recent update has given the Hilux a redesigned front, improved audio systems and an increased 2.5 tonne towing capacity.									
WORKMATE C/CHAS	2982	DT4	5M	75	8.2	126/343	750/2250	1675	1160	\$31,990
WORKMATE C/CHAS	2982	DT4	4A	75	9.3	126/343	750/2250	1675	1160	\$33,990
WORKMATE DUAL CAB P/U	2982	DT4	5M	75	8.3	126/343	750/2500	1845	935	\$38,990
WORKMATE DUAL CAB P/U	2982	DT4	4A	75	9.3	126/343	750/2500	1845	935	\$40,990
SR C/CHAS	2982	DT4	5M	76	8.2	126/343	750/2500	1620	1215	\$34,990
SR C/CHAS	2982	DT4	4A	76	9.3	126/343	750/2500	1620	1215	\$37,490
SR X CAB C/CHAS	2982	DT4	5M	76	8.2	126/343	750/2500	1770	940	\$38,490
SR X CAB P/U	2982	DT4	5M	75	8.3	126/343	750/2500	1810	900	\$38,990
SR DUAL C/CHAS	2982	DT4	5M	76	8.3	126/343	750/2500	1825	955	\$40,490
SR DUAL CAB P/U	3956	V6	5M	76	13.1	175/376	750/2500	1765	1045	\$41,990
SR DUAL CAB P/U	3956	V6	5A	76	13	175/376	750/2500	1765	1045	\$44,490
SR DUAL CAB P/U	2982	DT4	5M	76	8.3	126/343	750/2500	1815	965	\$41,990
SR DUAL CAB P/U	2982	DT4	4A	76	9.3	126/343	750/2500	1815	965	\$44,490
SR5 X CAB P/U	2982	DT4	5M	76	8.3	126/343	750/2500	1830	880	\$46,990
SR5 DUAL CAB P/U	3956	V6	5M	76	13.1	175/376	750/2500	1770	1040	\$50,990
SR5 DUAL CAB P/U	3956	V6	5A	76	13	175/376	750/2500	1770	1040	\$53,490
SR5 DUAL CAB P/U	2982	DT4	5M	76	8.3	126/343	750/2500	1865	915	\$50,990
SR5 DUAL CAB P/U	2982	DT4	4A	76	9.3	126/343	750/2500	1865	915	\$53,490

VOLKSWAGEN AMAROK										
	European style and build quality from the Volkswagen Amarok brings a refreshing change to the Australian dual-cab market. The 2.0L turbo-diesel produces 120kW and 400Nm, incredible for an engine of its size. The Amarok proved its off-road ability as a main support vehicle in the 2010 Dakar Rally, and with a competitive pricepoint, you'll struggle to find a dual cab that offers such good value.									
TDI400 C/CHAS	1968	DT4	6 M	80	7.8	120/400	750/3000	1865	1175	\$35,490
TDI400 UTILITY	1968	DT4	6 M	80	7.8	120/400	750/3000	1865	1175	\$36,990
TDI400 DUAL CAB	1968	DT4	6 M	80	7.9	120/400	750/3000	1978	1062	\$42,990
TDI400 DUAL C/CHAS	1968	DT4	6 M	80	7.9	120/400	750/3000	1978	1062	\$41,490
TDI420 HIGHLINE D/CAB	1968	DT4	8 A	80	8.3	132/420	750/3000	2080	960	\$53,990
TDI400 HIGHLINE D/CAB	1968	DT4	6 M	80	7.9	120/400	750/3000	2073	960	\$50,990
TDI420 DUAL CAB	1968	DT4	8 A	80	8.3	132/420	750/3000	1985	1055	\$45,990
TDI420 DUAL C/CHAS	1968	DT4	8 A	80	8.3	132/420	750/3000	1985	1055	\$44,490
TDI400 TRENDLINE D/CAB	1968	DT4	6 M	80	7.9	120/400	750/3000	2018	1022	\$45,990
TDI400 TRENDLINE DUAL C/CHAS	1968	DT4	6 M	80	7.9	120/400	750/3000	2018	1022	\$44,490
TDI420 TRENDLINE D/CAB	1968	DT4	8 A	80	8.3	132/420	750/3000	2026	1014	\$48,990
TDI420 TRENDLINE DUAL C/CHAS	1968	DT4	8 A	80	8.3	132/420	750/3000	2026	1014	\$47,490
TDI420 ULTIMATE D/CAB	1968	DT4	8 A	80	8.3	132/420	750/3000	2094	946	\$61,490
TDI400 ULTIMATE D/CAB	1968	DT4	6 M	80	7.9	120/400	750/3000	2087	953	\$58,490
TDI400 ULTIMATE (PERM) D/CAB	1968	DT4	6 M	80	7.9	120/400	750/3000	2087	953	\$58,490

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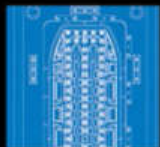


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